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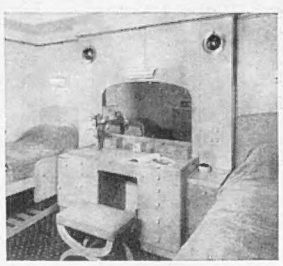

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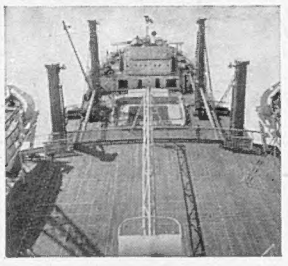

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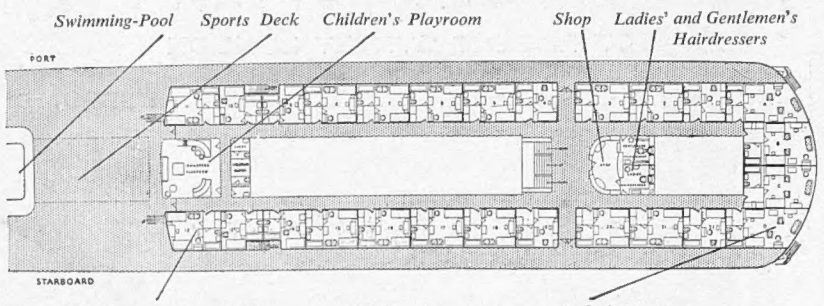

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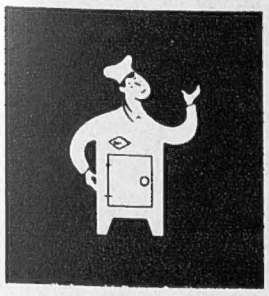

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Volume CCXLVI No. 3192

THE SPHERE

LONDON, August 5, 1961

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STERN MEASURES BY MR. KENNEDY

President Kennedy makes an important television address to the American people on the subject of Berlin. He announced he was asking Congress for an increase of nearly 1,000,000 men in the strength of the three fighting services and for an extra £1,200,000,000 for the United States defence budget. In the coming months the rate of conscription would be doubled and some reserve units and individual reservists would be recalled to active service. Nevertheless, he did not rule out the possibility of negotiation on Berlin. "While we are ready to defend our interests," he declared, "we shall also be ready to search for peace in quiet exploratory talks in formal or informal meetings." The President's address was warmly approved throughout the West, and it was expected that Western European defence policy would be further co-ordinated at the meeting of the Western European Union Foreign Ministers in Paris this week. From Russia it was reported Mr. Khrushchev was writing a letter to President Kennedy regarding Berlin

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NEWS SUMMARY

Deadlock over Tunisia; Britain to ask to join E.E.C.; intense diplomatic activity in Washington; Moscow's new Communist Manifesto; Greek-Bulgarian tension

INTERNATIONAL

Discussions were started in **Cairo** last Monday regarding arrangements for sending an Arab League force to **Kuwait** to replace the British troops there.

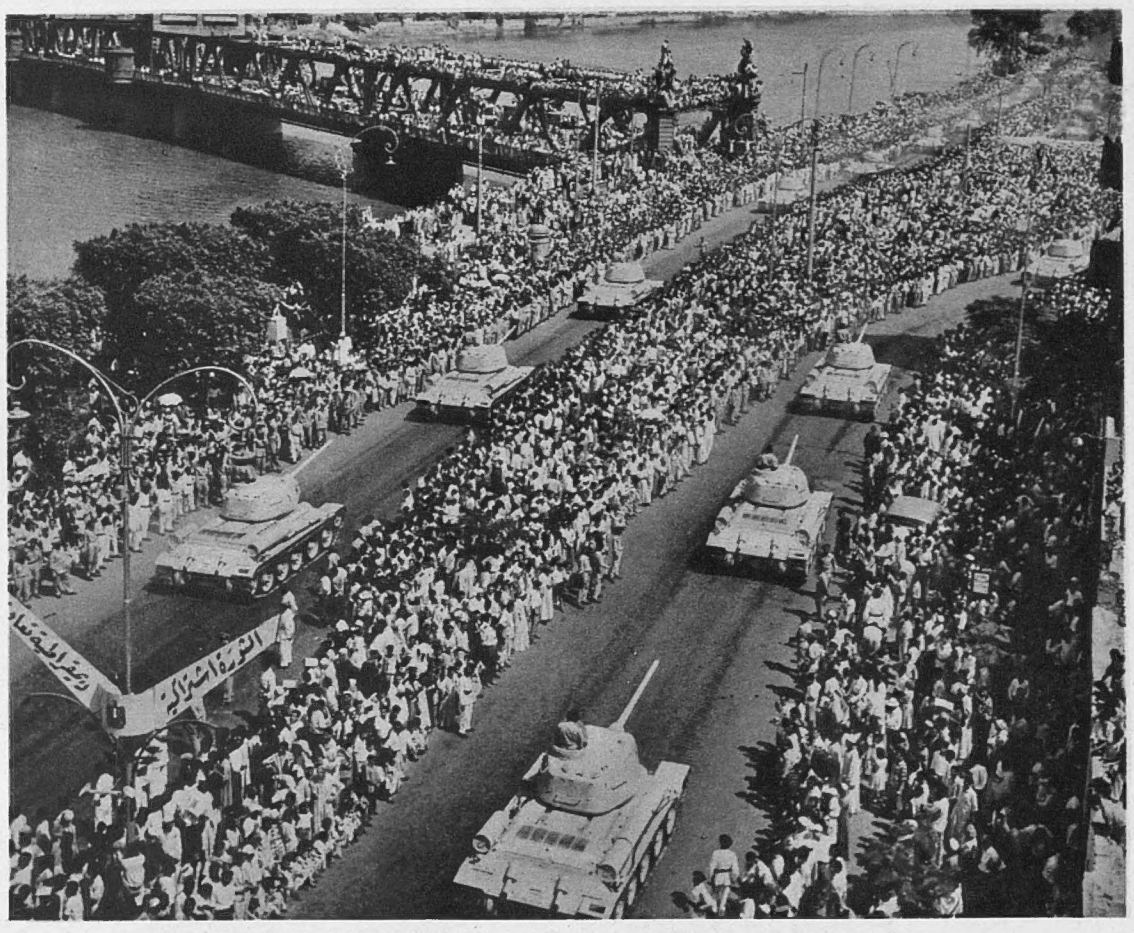
In **New York** during the week-end the Security Council failed to reach agreement on any action to be taken over Tunisia, further to its resolution of July 22 calling for a cease-fire. It was anticipated the Afro-Asian states might find sufficient support for the summoning of a Special Session of the U.N. General Assembly to discuss Tunisia. (See also John Connell on page 194.)

GREAT BRITAIN

Mr. Macmillan's statement in the Commons regarding Britain and the Common Market over-shadowed all other domestic news at the start of the week. The Prime Minister said Britain would make formal application to join the European Economic Community. He wished to assure the Commonwealth Governments that the British Government would keep in close consultation with them throughout any negotiations with the E.E.C. The interests of the European Free Trade Association of which Britain is a member would also be considered and the British Government was determined to protect the standard of living of its own agricultural community. Britain's decision is regarded as one of the most important economic steps taken by the country since the war.

In the economic field the effects of Mr. Lloyd's Little Budget were still being considered. The Chancellor's measures, announced on Tuesday of last week, included raising the purchase tax, increased duties on petrol, tobacco, beer and spirits, and a rise in Bank Rate. His rejection of the full proposed pay increases for teachers aroused great controversy. (See picture on opposite page.) On Sunday the Council on Prices, Productivity and Incomes issued its fourth report. It implied criticism of certain aspects of Mr. Lloyd's policy and called for a co-ordinated investment programme, planning in the employment of labour and stressed the necessity for caution in attempting to meet inflation by restricting demand. (The Council, popularly known as the " Three Wise Men," consists of Lord Heyworth, the Chairman; Sir Harold Emmerson and Professor E. H. Phelps Brown.)

Judgment was given in **London** on July 28 in the South-East Bristol election case. The Election Court (Mr. Justice Gorman and Mr. Justice McNair) found that Mr. Anthony Wedgwood Benn succeeded his father as Viscount Stansgate and was not therefore elected M.P. for South-East Bristol in the by-election in May. The Court further declared that Mr. Malcolm St. Clair, the Conservative candidate who polled 13,044 votes less than Mr. Benn, was elected to the Commons.



Tanks parade through Cairo during the anniversary of the Egyptian revolution of 1952

THE UNITED STATES

Mr. John McCloy, head of the U.S. disarmament administration, was due to return to **Washington** this week from Moscow. He visited Mr. Khrushchev in the Black Sea resort of **Sochi** soon after President Kennedy's television address last week and was returning to report the Soviet Premier's reactions. Mr. McCloy said in Moscow that among other matters he had discussed with Mr. Khrushchev was the question of Berlin. He went on to say that the disarmament talks between Soviet and American officials in Moscow, which had been adjourned, would be resumed, probably in a few weeks, in Washington or New York.

Washington last weekend was the scene of much diplomatic activity. Mr. Dean Rusk, the Secretary of State, was preparing to leave for Paris to plan, with the British, French and West German Foreign Ministers, the diplomatic reply to Mr. Khrushchev's threat on Berlin. Another important member of the U.S. Administration, Mr. Dillon, Secretary of the Treasury, was preparing to leave Washington for **Punta del Este,** Uruguay, for talks on Latin-American economic co-operation.

THE SOVIET UNION

The Russian Communist Party's new Manifesto was published in **Moscow** at the weekend. Thus ample time is allowed for it to be read and discussed before the Party Congress in October. It outlines a twenty-year programme in which a steep rise in the standard of living is envisaged for Russians. By 1980 the people are promised a wide range of free welfare services including health, education and housing. The Manifesto contains certain slanted aspects of history and familiar and bitter propaganda against " Imperialism."

The document also declares " Communists have never held that the road to revolution necessarily lies through wars between countries. The great objectives of the working class can be realised without world war." This is regarded as another assertion of Mr. Khrushchev's ideology against that of Mao Tse-tung and the tone of the whole Manifesto can be taken as evidence of Russia's determination to claim the leadership of world Communism. (Marx and Engels published the first and most famous Communist Manifesto in 1848. In the first half of this century Lenin, Stalin and the Chinese Communists gave their own interpretations to it. The Yugoslavs maintain their Communism is the true Marxist doctrine.)

GREECE

According to reports from **Athens,** diplomatic relations between Greece and Bulgaria have become strained in recent weeks. Each country has accused the other of espionage activities. In **Sofia,** the Greek Chargé d'Affaires abruptly left a reception at the Polish Embassy after the Bulgarian Premier, Mr. Yugov, had attacked Greek foreign policy. Criticism of Greece in Bulgarian newspapers became even more aggressive after the July military conference of Nato's South-Eastern Command at Alexandroupolis, in Greece, not far from the Bulgarian border.

Relations between Greece and Bulgaria have been uneasy since the end of World War II. Bulgaria sent aid to Greek Communist insurgents in 1949.

SOUTHERN RHODESIA

The constitutional referendum held in the territory last week resulted in victory for the policy of the Southern Rhodesian Government, led by Sir Edgar Whitehead. The voting was 41,949 for and 21,846 against, a heavy vote in favour of the proposals which include provision for the election of fifteen members of Parliament on a predominantly African roll. There was a 76.8 per cent. poll of the electorate. This, however, included only about 4,000 of the territory's 2,500,000 Africans.

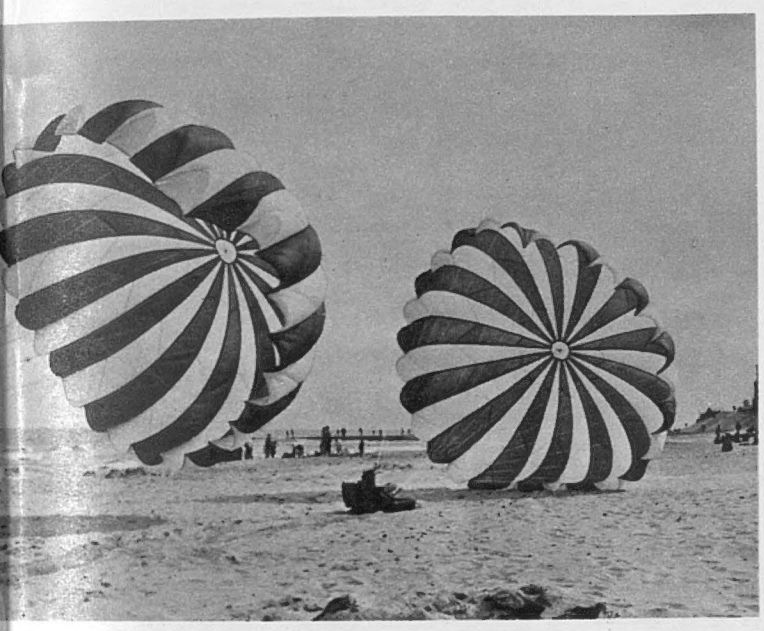
The proposals mean that, for the first time, Africans will enter the Southern Rhodesian Parliament. The plan met stiff opposition from the Right-wing settlers' parties, and from the leading African National Democratic Party. The N.D.P. campaigned on a policy of one man, one vote. It called for widespread strikes last week, but these were a failure.

THE NEWS IN PICTURES

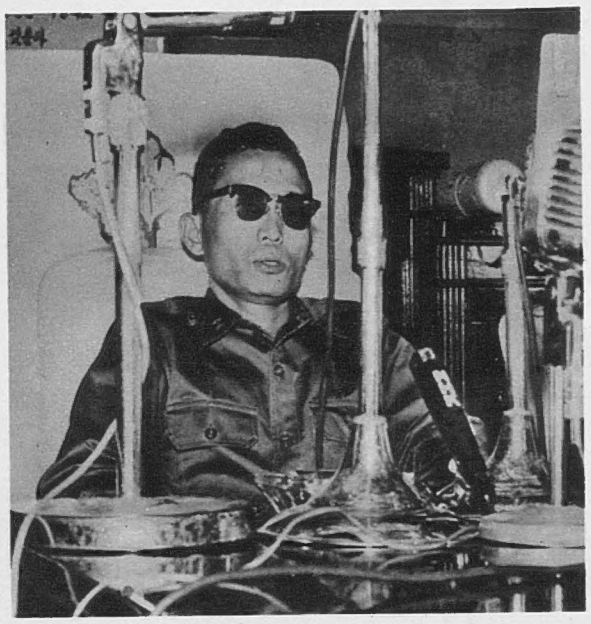
PRINCESS MARINA AT SANDHURST

THE DUKE OF GLOUCESTER IN NORFOLK

During the Duke of Gloucester's visit to the R.A.F. Central Servicing Development Establishment at Swanton Morley, Norfolk, he shakes hands with Herb Elliott, the Australian athlete. The world record miler was training at the establishment with the Cambridge University Air Squadron. **Far left:** Princess Marina, Duchess of Kent, presents the sword of honour to Senior Under-Officer R. M. Stancombe at the Sovereign's Parade at the Royal Military Academy, Sandhurst. Among officer cadets taking part in the parade was Prince Michael of Kent



ENJOYING A NEW BEACH SPORT IN BELGIUM



THE PREMIER OF SOUTH KOREA MEETS THE PRESS

Far left: Holidaymakers take part in a new sport which has become fashionable at La Panne on the Belgian coast. They are towed along the beach on sledges, pulled by gaily-striped parachutes. The equipment can be hired cheaply at the resort

In Seoul, the capital of South Korea, Major-General Pak Chu Hi holds his first Press Conference after becoming Chairman of the Supreme Council for National Reconstruction. He took over as leader of the ruling military junta on the resignation of General Chang Do Yung in July. During the Press Conference, Major-General Pak Chu Hi announced that plans were being prepared to hand over the Government to civil authorities

WIDESPREAD PROTESTS OVER THE TEACHERS' REDUCED PAY AWARDS

Teachers stand outside Hamilton House, in London, carrying placards, as they wait for the executive of the National Union of Teachers to decide the union's policy in the wage dispute. The N.U.T. later announced it would continue to campaign for increased pay. At the recent N.U.T. conference in Margate, the union rejected the pay rise of £47,500,000, later accepted by those representing the teachers on the Burnham Committee. After the Chancellor of the Exchequer's economic measures last week, Sir David Eccles, the Minister of Education, said that the proposed award must be cut to £42,000,000. On the day following this announcement there were token strikes by teachers in many parts of England. The representatives of the teachers and local authorities on the Burnham Committee refused to go back on their recommendation of a £47,500,000 increase. N.U.T. leaders plan to canvass the organisation of civil servants and local government employees for support against the Government's action

Members of a Forestry Commission fire patrol take part in a demonstration of fire prevention in the New Forest. The display was held in the area of the Forest most affected by outbreaks of fires—the three miles of railway tracks in the Denny Lodge district near Brockenhurst. The Forestry Commission have three lookout towers, which enable the whole of the 100,000 acres of the New Forest to be kept under observation. Patrols are equipped with short-wave radio sets. They are particularly alert during holiday periods, such as August Bank Holiday, when crowds of visitors spend a day in the Forest

READY TO PUT OUT FIRES ANYWHERE IN THE NEW FOREST

The Earl of Avon, formerly Sir Anthony Eden, sets out to take his seat in the House of Lords. Behind him is Lord Scarbrough, who was one of the sponsors of the new Peer. The other was Lord Mountbatten. Lord Scarbrough was Parliamentary Private Secretary to Lord Avon when he was Foreign Secretary in the years before the war. The appearance of the former Prime Minister in the Upper House was greeted with loud cheers

A FAMILIAR FIGURE RETURNS TO WESTMINSTER

Far right: The Belgian Foreign Minister and former Secretary-General of Nato stands in the Foreign Office, in London, with Britain's Foreign Secretary. M. Spaak was spending a day for talks in Whitehall. Subjects discussed were understood to include Berlin; European questions with special reference to Britain's possible association with the Common Market; and various matters relating to U.N.

LORD HOME AND M. SPAAK

Ready for the rush of holiday-makers over the August Bank Holiday are two reconstructed stations of British Railways. On the seafront at Cleethorpes, Lincolnshire, is an up-to-date new building for the Eastern Region. Although much of the old structure has disappeared in rebuilding, the new station retains the clock tower, a local landmark. At Yarmouth, another Eastern Region station, which is 117 years old, has been given new buildings, designed in the modern manner

NEW TICKET OFFICE AT CLEETHORPES STATION

THE REBUILT CLEETHORPES STATION WITH ITS CLOCK TOWER

Left: A NEW LOOK FOR YARMOUTH (VAUXHALL) STATION

THE NEWS IN PICTURES

HEATWAVE IN THE U.S.—AMERICAN HOLIDAYMAKERS ON A NEW YORK BEACH

Umbrellas help to make an animated scene on Rockaway Beach, New York. Thousands of people left the city for the beaches to avoid the heatwave. At the end of July New York enjoyed a long succession of days in which the temperature rose above ninety degrees. Resorts along the New England coast were filled with the annual migration of New Yorkers

Below right: The United States Secretary of Defence, Mr. Robert McNamara (left), waves a greeting to photographers as he is welcomed at London Airport by Mr. Watkinson, the Minister of Defence. Mr. McNamara arrived from Paris, where he had been having discussions with General Norstad, Supreme Allied Commander, Europe. His meeting with Mr. Watkinson was officially a continuation of the talks started when the British Defence Minister visited Washington in March. But it was believed that their talks were largely concerned with the military implications of the Berlin problem. Mr. McNamara returned to Paris after meeting Mr. Watkinson, and then flew to Washington

MR. McNAMARA AND MR. WATKINSON IN LONDON

Far right: Lieut.-Colonel von Kleist (left) and Colonel Fischel (right) arrive at the War Office in Whitehall. They had come to Britain with other West German officers to discuss the training of the Federal German 84th Panzer battalion at Castlemartin, in Pembrokeshire, next month. Some 400 men and forty tanks will spend three weeks there. Living in huts, they will enjoy all the usual facilities of Castlemartin camp. Reports from Bonn last week stated the troops are to be given careful briefing for their visit to Britain

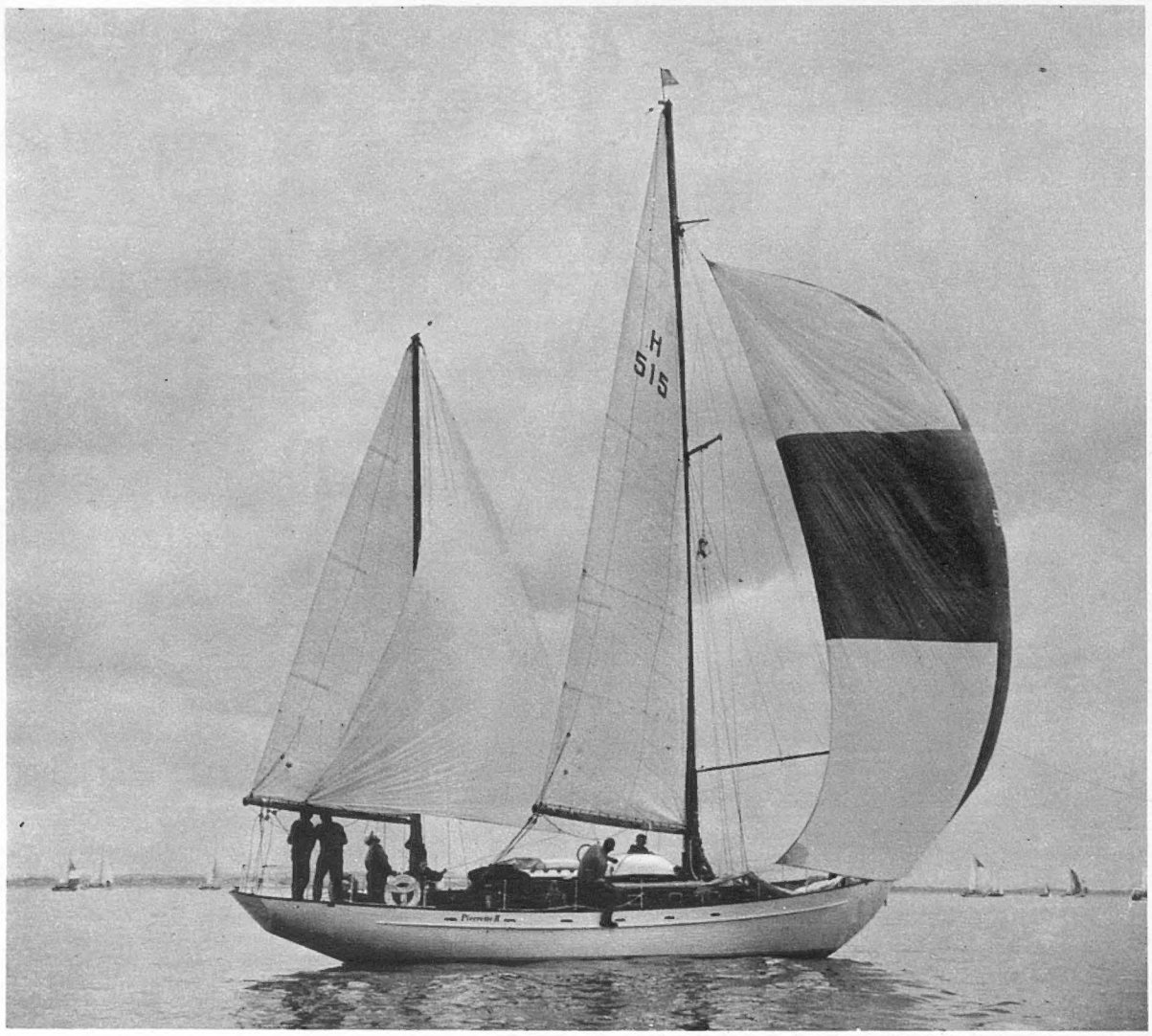
WEST GERMAN OFFICERS IN LONDON

Refugees from East Germany arrive at their temporary accommodation at Giessen, in West Germany, having travelled from Berlin by special charter aircraft. During July many thousands of East Germans were reported to have crossed the border. A fortnight ago, over 2,500 were estimated to have arrived in West Berlin camps in the course of one weekend

A FLOOD OF REFUGEES FROM EAST GERMANY

Far right: Grace Bumbry, the American coloured singer, is in her costume as Venus in Wagner's opera *Tannhäuser* at Bayreuth, where she made her debut at the Festival last week. Herr Wieland Wagner, grandson of the composer and Director of the Festival, paid no attention to protests from many parts of West Germany against using a coloured singer in the part

THE NEW VENUS OF BAYREUTH



Pierrette II, one of the yachts taking part in the race for the Queen's Cup on the opening day of Cowes Week. **Right:** The winner of the race, the Dutch sloop, *Hestia*

AT COWES AND THE WHITE CITY

Miss Pat Smythe on Scorchin at the Royal International Horse Show. With this horse she won the John Player Trophy

The Queen presents the John Player Trophy to Miss Smythe at the White City stadium

Cowes Week opened last Saturday and the Duke of Edinburgh, who had taken up his quarters in the Royal yacht *Britannia*, was expected to participate in some of the races on the ensuing days.

As the racing started on the waters off the Isle of Wight, the Royal International Horse Show was concluded at the White City in London. Horse and rider of the year were undoubtedly The Rock and Captain Piero d'Inzeo, of Italy. Their victories included the King George V Cup and the *Daily Mail* Cup. Captain P. d'Inzeo achieved the unique distinction of winning the Saddle of Honour for points gained on one horse (The Rock) and the Loriner's Cup for points gained on two (The Rock and Pioneer). The Italian team took the Prince of Wales Cup, with Britain second. Lady Sarah Fitzalan Howard won the Queen Elizabeth II Cup, and another British rider, the redoubtable Miss Pat Smythe, on Scorchin, was the victor of the new award at the R.I.H.S., the John Player Trophy.

Yachts taking part in the Queen's Cup race at Cowes sail in a westerly breeze past the Italian cruiser, *Raimondo Montecuccoli*. There were 116 starters in the race

The outstanding rider of the year—Captain P. d'Inzeo on The Rock

David Broome jumps on Sunsalve in the Prince of Wales Cup

Signor Graziano Mancinelli winning the Distaff Stakes on Rockette

JOHN CONNELL

THE TRAGEDY OF BIZERTA

Apart from the five electric drills which must be taken for granted, night and day, as a basic element of life in our parish, our Sabbath calm was complete. At about three o'clock in the afternoon it was broken by cries and shouts, sometimes raucous, sometimes shrill. Somebody was demonstrating—or trying to demonstrate—outside the French Embassy. The police tactfully shepherded the demonstrators past my windows into Lowndes Square. They were an odd little gaggle of Arabs and Negroes, with in their midst one strikingly pretty white girl in an elegant summer frock.

They carried ill-scrawled placards: " France the Criminal," " Get France out of Bizerta," " U.N. Act over Bizerta," and similar slogans. In Lowndes Square they halted; they were edged off the road on to the pavement. Their protests and arguments dwindled to a dismal mutter. The police, with perfect good temper, were not going to allow them to stand, carrying their placards and shouting their slogans, outside the French Embassy, and that was that. It was, I suppose, little use to trudge round the streets of Belgravia. The meeting broke up, and most of the participants ambled back into the Park, past the Embassy.

I have become accustomed, I must admit, to anti-French demonstrations in recent years; and they seldom amount to much more, in the end, than this melancholy little caper. I was hardly tempted at all to go and argue with the foolish young men. Why waste effort trying to combat the glib patter about imperialism and colonialism which I was bound to be offered?

Yet, these obviously committed characters apart, there does seem to me to have been a more than ordinary amount of misunderstanding in Britain about the Bizerta episode. Newspaper and radio and television reporting was, almost all of it, melodramatic and openly biased; comment was foggy and morally and politically confused. Typical of it all, it seemed to me, was one newspaper's reproof for " the inexcusably ruthless scale of the French military reprisals."

Does any leader-writer, I wonder, stop on the edge of comment such as this and contemplate what would have happened to the French if they had not retaliated? Are European nations bidden to accept it as axiomatic that if their property and their nationals are attacked, anywhere in Africa or Asia, they must in no circumstances defend themselves? Is any form of self-defence on their part—against any attack, however wanton—instantly to be condemned as hideous imperialist aggression? For let us get one point quite clear: the Tunisians fired first.

President Bourguiba of Tunisia and Mr. Hammarskjold in Tunis

It is sophistical to a high degree to argue that the presence of French troops and warships in a French base, on Tunisian soil, is of itself so great a provocation that the only answer is to fight. It is, and has been ever since the Republic of Tunisia was set up, in accordance with the terms of an openly negotiated agreement that the French have retained their base in Bizerta. This may be inconvenient for the Tunisians, but it takes two to make an agreement and two to dissolve it. The French stayed there by agreement; they can only be required to go by agreement. To try to drive them out by rifle and machine-gun fire was foolish and wicked. Were the French to be expected, under this assault, to lay down their arms, get into their ships and depart?

This is the only logical conclusion to which criticism of the French reaction must lead; and it is a position which too many commentators assume wherever Arab or African aspirations conflict with other peoples' interests, rights and responsibilities. The British response to Iraq's threats about Kuwait is looked at askance. Israel is continually nagged and abused because she maintains efficient, well-equipped, well-trained defence forces.

There are military authorities, I know, who hold that the whole concept of overseas bases is out of date and useless; but so long as Western defensive strategy is founded on this concept, it is the undoubted responsibility of the parties in the Western Alliance to retain the bases which their military advisers think essential, and to keep them in a high state of preparedness. The nonsense that was talked in 1954 about " reactivating " the Suez Canal Zone base is, unhappily, still on the record. If and when the French quit Bizerta, does anyone really hold out the slightest hope that it can or will ever be " reactivated " in French or Western interests in a time of trouble? Does anyone think that the Belgians will ever have access to the installations which, as part of their Nato responsibilities, they laid down in what is now the Congolese Republic? If and when we lurch out of Kenya, is Mr. Kenyatta or Mr. Mboya going to pay the slightest attention to our pleas for a return to the bases we have lately used in the Kuwait episode?

The puzzle at the core of the whole Bizerta tragedy—and no one, I think, will deny that it was a tragedy—was President Bourguiba's reason for letting it happen. Was it, in the beginning, not a reasoned action at all, but one of those examples of Arab instability and recklessness which underlie all their superficial charm, culture and sophistication? Did Dr. Bourguiba want to prove to the F.L.N. that he too can, if he wants to, put on a show of force, frighten the French into submission? Or was it part of a plan to extend Tunisian control over the Sahara—a project as unpopular with the Algerians as with the French? Or, as others have asked, did events get out of Dr. Bourguiba's control?

Whatever mixture of factors may have prompted the original Tunisian attack, there is no doubt now that it was a disastrous miscalculation. Not only were the French unwilling to give in; they brought up, swiftly and efficiently, land, sea and air forces in such strength as to inflict an immediate and resounding defeat on the Tunisians. Civilians suffered in this defeat as much as, perhaps even more severely than, uniformed troops; but it must be realised that the operation—on the Tunisian side—began with civilian volunteers manning barricades around the perimeter of the base to which France is entitled.

After four days' fighting, in which the town of Bizerta underwent pretty heavy attack, a truce was called, and the Security Council ordered both sides to withdraw to their original pre-hostilities positions. By the middle of last week neither had complied with this instruction. Mr. Hammarskjold, himself, however, was by then in Tunisia and President Bourguiba was beginning to utter melodramatic—and highly specific—appeals for military assistance from neighbouring countries, in order to renew the fight against the French. How much of this was Arab rhetoric, and how much was a genuine if, in my view, tragically mistaken determination to gain his wishes by force, is arguable.

The focus of his call for aid was his assertion that " the French base at Bizerta will not exist much longer." He asked for aircraft, tanks and A.A. guns from " brother nations," as well as for guerrilla formations. About the guerrillas Dr. Bourguiba made the point—a prudent point in the view of anyone who knows (compare the Iraqis and the Egyptians in Palestine in 1948) how Arab forces tend to behave in alliance with one another—that they should be in " symbolic numbers " only; as he put it, in his most tactful manner, " masses of men might create disorder and complicate the military task."

That military task, if President Bourguiba really intends to address himself to it, could be extremely formidable. For the French are in no half-hearted mood; and they are not going to let themselves be driven out by force, however it has been accumulated. They have no desire to have wished on them, this time, a repetition of the Suez fiasco of five years ago.

I agree with the American commentator in Tunis who said last week, " Everyone concerned—France, Tunisia, the United States and the Western Powers—stands to lose heavily in the Bizerta crisis," and I accept his corollary that the Communists can, in the long run, be the only ones to profit from it, whatever its immediate military or political outcome may be.

LARGEST SHIP MODEL

A 40-ft. replica of the Dutch liner *Rotterdam* (left) leaves King George V Dock in London by trailer on its way to Southend, to go on show at the pier. **Below:** With a large modern cargo vessel in the background, the model of the *Rotterdam* is prepared for its journey to the seaside resort. The replica, the largest ever made of a ship, arrived in London from The Netherlands on board another ship last week. It is on show at Southend Pier for three months, until the end of the illuminations on October 22. As Southend possesses the longest pier in the world, it is a just place at which to display the replica. In addition, the pier is favoured by ship-spotters and has been the scene of two shipping displays in the exhibition hall in the past. Made to a 1 to 120 scale, the 2-ton model has a hull of aluminium and is fitted with a copper radar tower, smoke-stacks and railings, and teak lifeboats. It can be fully illuminated, having 29 spotlights, 900 portholes, 800 windows and 50 fluorescent tubes. The model is owned by the Holland-America Line, of which the *Rotterdam* is the flagship. The 37,000-ton liner, which made her maiden voyage in the summer of 1959, has many unusual features, including the absence of a conventional funnel. She was the largest liner to be built in The Netherlands, with twelve decks and with accommodation for 1,400 passengers in two classes—first class and tourist.

A display of Highland dancing given during the Highland Games at Lochearnhead, in Perthshire. This is one of the many summer Gatherings in Scotland, the best-known being the Royal Highland Gathering at Braemar, Aberdeenshire, which takes place next month

The Wish Tower Café at Eastbourne, Sussex, opened recently by Under - Secretary of State for Commonwealth Relations. The of the Martello towers built round the British coast when

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

THE QUEEN'S SHILLING. Wellington had some rather libellous words for the soldiers who helped him to win the Battle of Waterloo. He is long dead and cannot be a party in a libel action. Certain it is that in his day methods of recruiting sometimes brought bad hats to the Colours and a very harsh method of discipline was employed to shape them into a dependable force. Those old methods of recruiting and discipline are long gone, and no one doubts the absolute need and the appalling difficulty of securing and keeping an army, efficiently trained, of as few as 165,000, now or by 1963. Even the Kuwait incident compelled us to scrape the barrel. How is it to be done? Though the old methods are gone, the existing methods of recruitment and making efficient are not universally regarded as wise or adequate. The former, it is said, may attract the wrong type; the latter still fails to keep in the net the trawled fish. The Queen's Shilling—enormously swollen on paper—is still the most important inducement. The right man must be bribed in and bribed again to stay in. The modern "grouses" remain: too long separation from wives and families, too little leave, too much "bull." The War Office is doing its best with married quarters at home and abroad, but it is a slow business. As for basic training, no one disputes that a bare minimum defence force must be not only highly skilled in a score of complicated techniques but highly disciplined. Some say the basic training tends to kill initiative and create a dull universal pattern of "army mind" not very different from that of Boer War days. It is recalled that Canadians and Australians (whose deeds in our World Wars are unlikely to be forgotten) had a conception of army discipline which, if it sometimes shocked our Frenches and Haigs, preserved individual initiative with good results. The modern recruit clearly has not found "bed-side lamps" and other specifics enough inducement. He is too much made aware of the advantages of his brother in civilian employment in the Affluent State, and finds his chance in the Army of learning a civilian trade either inadequate or else an inducement to cash in on what he has learned in the Army in civilian and better-paid employment. The Queen's Shilling, swollen to balloon size, must inflate still more if the target is to be reached.

"WHAT I HAVE SAID, I HAVE SAID." While we are digesting the Chancellor's supplementary austerity budget, let us consider the enormous amount of parliamentary time devoted to the main budget of 1961, which already seems rather out of date. Our budgets are presented in early April. The debates which follow them are always regarded as of first importance and occupy a great deal of parliamentary time until mid-July. Soon after that comes the summer recess. In recent years one may have got the impression that this expenditure of talk has become an awful waste of time. How seldom (how often?) in past years has any Chancellor been persuaded by argument in the House or by the clearest indications and reactions of public opinion to compromise on or rescind any important feature in his budget? If a government has a sufficient majority, the budget as presented is the budget we shall have, whether we like it or not, so why waste time debating it? I find it very difficult to believe that when the Premier and Chancellor noted the shock felt by so many of their own humbler supporters by the generous reliefs proposed for surtax payers (to take one single item), they did not pause to consider to what extent that proposal might make nonsense of any appeal for wage restraint and common sacrifice. Ministers must surely have agents who help them keep their ears to the ground for pointers in public opinion. Mr. Wilson is a persuasive speaker, though I am not often of his way of thinking. But I wonder how many Tory supporters found themselves in complete agreement with him when he made these points: "Had it occurred to the Chancellor when it was decided . . . to concentrate tax reliefs

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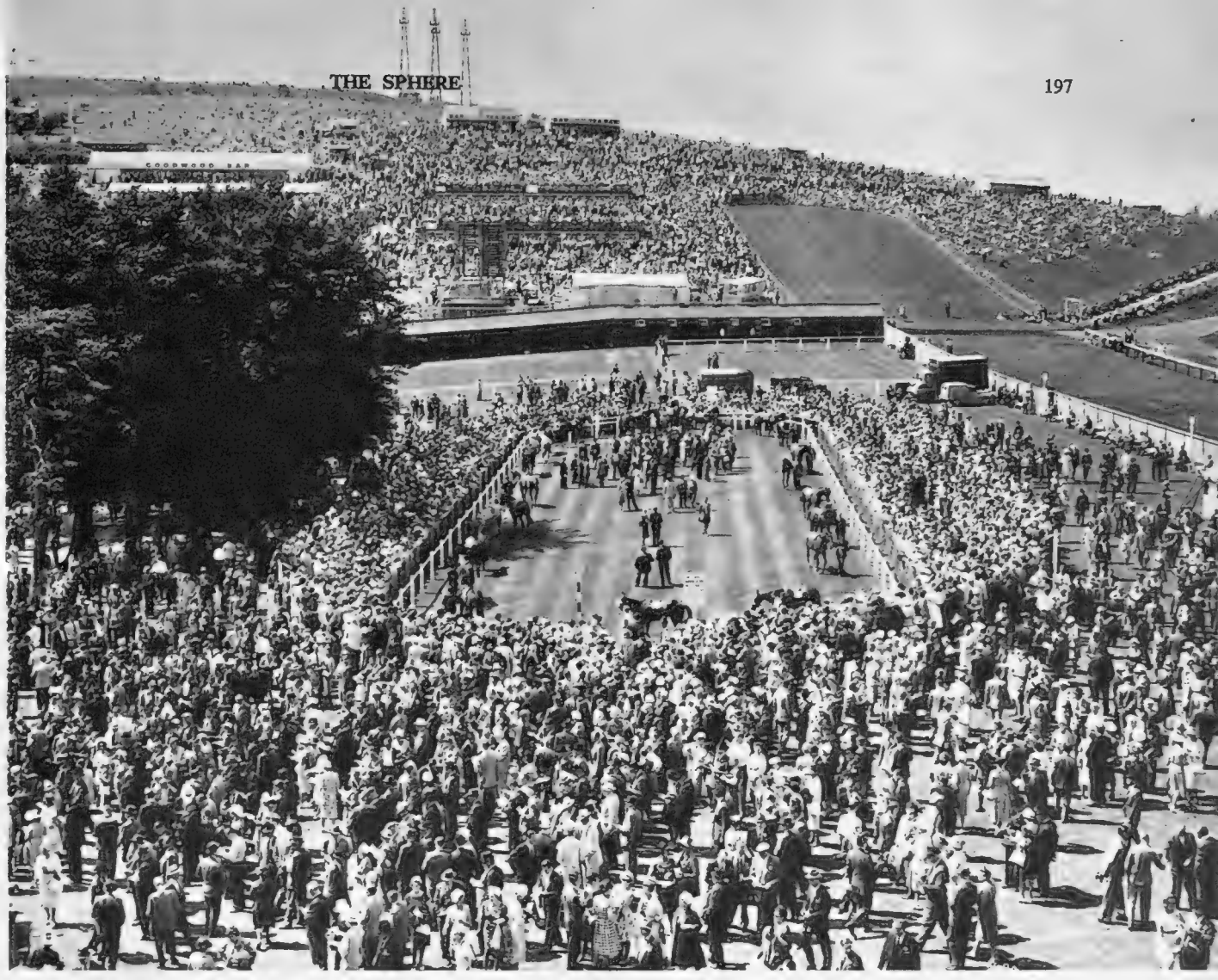
the Duke of Devonshire, Joint - Parliamentary café is close to the original Wish Tower, one fears of a Napoleonic invasion were current



The scene in the paddock at Goodwood races, in Sussex, before the start of the Stewards' Cup, the main race of the meeting. The race was won by Mr. W. J. Kelly's Skymaster, ridden by A. Breasley. Second was Deer Leap, ridden by G. Starkey, and third was Klondyke Bill, ridden by D. Keith. Lord Derby's Alcove, ridden by D. Smith, won the Goodwood Stakes

entirely on surtax payers that it might be harder to get the co-operation of the trade unions and the workers?" "Either he must be affected by the most appalling lack of foresight or he imagines that human beings are very different from what they are." It is a puzzle to me, too. The Affluent Society which the Tories are proud to have built up should have given even Ministers a pretty clear idea of what human beings *are* on questions of money, and one can only assume that the alternative explanation is indeed an appalling lack of foresight. Or an Olympian hubris? "What I have said, I have said; in Parliament, at least, I can be sure of a majority of eighty." But what superlative nonsense it seems to waste three months debating the inevitable, especially since for many weeks it has been accepted as nothing but an instalment.

THE PUBLIC PURSE. The Chancellor and the Treasury receive so much good advice from various parliamentary, public and private bodies that the public, whose money it is that is played with, are often disappointed that so little attention is paid to good advice on means of retrenchment. Countless words of advice are spoken and printed, but nobody seems a penny the better. The Plowden Committee is the latest to try its hand again. It is always a delicate task to delve in the sacred archives, and the report is couched in terms Delphic, obscure and respectful. It recommends that "decisions involving substantial future expenditure should always be taken in the light of surveys of public expenditure as a whole, over a period of years and in relation to the prospective resources." We must not run away with the idea that this jargon is a courteous way of saying "you really must begin to cut the nation's coat to its cloth." It doesn't even recommend a definite "five-year plan," a phrase Tory Governments unhappily associate with Socialists, Communists and lesser breeds within the law, although Mr. Lloyd seems to be coming round to the idea that there may be something in it. Indeed, the report does no more than hint that budgeting for a definite time ahead might avoid "piecemeal decisions" and emergency supplementaries. It realises that the Government now in power is all too well experienced in unforeseen Suez-es and Kuwaits and Berlins, to imagine that a rigid ceiling for five years ahead could be definitive. But it does politely regret that the Treasury has gradually abandoned detailed and sustained scrutiny of departmental estimates and suggests that it might best use what authority remains to it in improving standards and techniques of management in the departments, which might one day lead both to greater efficiency and even economy. The taxpayer, after reading the report, may well conclude that it propounds a "twenty-year plan" for securing some small and inestimable easement of his burden. If there is room in the Treasury's filing cabinet labelled "good advice," no doubt the Plowden report will be added to the dust-laden pile, while departmental and Government expenditure continues to "acquire an independant and uncovenanted momentum." Gobbledegook, worthy of Sir Ernest Gowers' trouncing in his "Plain English." Parkinson's men must have enjoyed a hearty laugh.

PUBLIC TRUSTEE. I have always taken an interest in the Public Trustee Office, having been in it "on the ground floor" when it was established in 1908 under its first head, Mr. (afterwards Sir Charles) Stewart. Soon after being called to the Bar, I spent a year or two in its dingy office in Clement's Inn, and my chief duty was to satisfy Mr. Stewart that investments proposed for a given Trust were within the terms of the Investment Clause. I am glad to think (in retrospect) that it was no concern of mine whether the investments proposed would stand the tests of time and chance. How many millions were invested in Government stocks and the Debentures of South American Railways, on the advice of the Government brokers, I tremble to compute —and where are they today? The Public Trustee today, in nobler premises, controls the destinies of some £250,000,000 of private trusts and still carries out a notable and admirable service, with many more recent competitors among banks and such bodies to stimulate its labours on behalf of widows and orphans. Since Sir Charles Stewart's reign it has had several heads, among them Sir W. Hirst and Sir Pridham Baulkwill (a very Dickensian name for a Public Trustee!), who has just retired after serving for forty of the department's fifty-three years of life. Mr. Charles Sopwith, his deputy, succeeds him. I cannot say that I regret that my life was not spent in the P.T.O. If it had been, I suppose I should now have been a retired civil servant, for eleven years in receipt of a Government pension of perhaps £350 a year. Pensions aren't everything. The pen has proved livelier and perhaps more lucrative than the Civil Service.

NAPOLEON'S ST. HELENA CANTEEN. I was interested in an article in *Country Life* of July 6 on recent sales at auction of silver plate and other works of art. In particular by an illustration of an engraved silver dish by Biennais (c. 1810), the Paris silversmith, which formed part of a dinner service used by Napoleon on St. Helena, and was sold at Christie's for 580 guineas. The canteen, or part of it, was acquired by John Sainsbury in 1840 for his Napoleonic museum and he got it from Las Cases. The museum was sold up in 1845, and Lord Panmure bought this plate. I have in my possession two more of them. Until I saw this *Country Life* illustration, I lived on the legend that my plates had come from Napoleon's canteen captured in his carriage after Waterloo. I had always thought it improbable that a private person could have secured any pieces from the loot captured at Waterloo by the Prussians. Now at last the matter is made clear to me. My pieces, exactly identical with those bought by Lord Panmure, are part of the St. Helena canteen (and numbered respectively 487 and 491). Panmure was a close friend of my grandfather's and no doubt egged him on to spend what he could not afford, in picking up a couple of these souvenirs. And very nice, too! For a poor man, my grandfather was a very shrewd picker-up of trifles in plate and pictures for a mere song; from which his descendants have benefited more than once. But if my plates are numbered 487 and 491, what a devil of a lot of these plates must be still in existence to be bought and sold for £600 a piece!

THE OLD STAGER

The long and difficult role of Martin Luther is played by Albert Finney

ENTERTAINMENT

LUTHER

at the Royal Court Theatre

In European history the name of Martin Luther has resounded with a peculiarly harsh tone. The reverberations of his defiance of the sixteenth-century Papacy have altered for ever the course of politics and religion. John Osborne's chronicle play of Luther's life, already much travelled and honoured, arrived in London for a month's season last week. It was given its world premiere at the Théâtre des Nations, in Paris, where it caused a deal of commotion and enabled its leading actor, Albert Finney, to win the annual award for the best actor of the season. Without doubt, *Luther* has solidified John Osborne's reputation. The first act covers the young Luther's decision to enter a monastery at Erfurt, despite his father's desire that he choose some more profitable career. Tortured by neuroses, Luther is agonised by his self-condemned inability to live up to the demands of his vocation.

The second act covers the basic conflict between Luther's puritanical hatred of deceit and humbug and the Catholic Church's selling of indulgences. At that time the Pope was Leo X—worldly, a member of the Medici family and a patron of the arts. As Luther fiercely condemned corrupt practices of the Church, so he became a popular hero. The last act of the play shows Luther at the Diet of Worms in 1521, when his popularity was at its height; the Peasants' Revolt, inspired by him but then disowned; then comes Luther's marriage in 1525. In the final scene, Luther is shown in cosy bourgeois domesticity with his wife and son.

Clearly the play owes much to the example of the modern German dramatist Bertold Brecht, particularly in the method of presenting a historical drama by means of various narrative devices. Much serious modern drama has been described as the offspring of an alliance between Freud and Marx. In line with recent historical writing on Luther, Osborne analyses the reformer's character in psychological terms, as an obsessive, whose revolutionary individualism fired the world. In the tortuous, exacting role Albert Finney gives a hugely-admired performance as the "dowdy monk," physically abhorrent but gifted with superb powers of rhetoric. John Osborne's play captures much of the powerful atmosphere of grim piety and earthy fanaticism of Luther and his era. Sixteenth-century hopes of individual liberty and fears of chaos evoke sympathy today.

Jolyon Wimhurst

At the Papal Court—Militz, Chamberlain

After the Peasants' Revolt, the Knight (Julian Glover) smears blood on Luther's forehead

Left: Luther talks to his father Hans (Bill Owen) and Lucas (Peter Duguid), a family friend

of the Household (Robert Robinson), and Pope Leo X (Charles Kay)

Weinand (Dan Meaden) helps Luther prepare for Mass. **Below:** Tetzel, the Dominican inquisitor (Peter Bull)

THE VOICE OF THE COMMON

GREAT BRITAIN

The Lord Mayor of London, Sir Bernard Waley-Cohen, is at present making State visits to Australia, New Zealand, Malaya, Singapore and Hong Kong. He is accompanied by the Lady Mayoress, the Sheriffs, the Chief Commoner, the Swordbearer, the Common Crier and Serjeant-at-Arms, and the City Marshal.

Sir Bernard was due in Perth, Western Australia, last Sunday, July 30, and was to be in Adelaide on August 2. He is expected in Melbourne on August 5. Other main Commonwealth cities in his itinerary are: Hobart (August 9); Canberra (August 11); Sydney (August 15); Brisbane (August 19); Auckland (August 22); Wellington (August 27); Christchurch (August 30); Dunedin (September 3); Kuala Lumpur (September 8); Singapore (September 9) and Hong Kong (September 10). The Lord Mayor will return to London by way of Bangkok and Rangoon. He will have travelled a total of 30,000 miles.

The Lord Mayor of London with the Oba of Lagos at London's Mansion House

CANADA

The Department of Transport recently began its 1961 Arctic re-supply operations with the departure from Quebec of two specially designed northern supply vessels, C.M.S. *Skua* and C.M.S. *Eider*, bound for ports of call along the Labrador coast as far north as sub-Arctic Saglek. Masters of the vessels are Captain A. Piercy and Captain R. Blagdon.

The two were the first of fifteen ships of the Canadian Marine Service fleet that headed to the Arctic at the end of last month, along with a number of chartered freighters and tankers. The vessels will carry about 100,000 tons of cargo to points ranging from the shores of James Bay and Hudson Bay to Eureka on Ellesmere Island, only 750 miles from the North Pole.

C.M.S. *Skua* and C.M.S. *Eider* belong to a special class of vessels developed by the Department of Transport's Marine Services to meet the needs of freight delivery in the numerous Arctic ports of call where waters are shallow and large ships may have to anchor several miles offshore. They were acquired from the British Admiralty and were originally built as tank landing craft or L.C.T. 8's, their flat bottoms drawing only 3 ft. of water. Their peculiar qualities seemed well suited to the Arctic re-supply task and the department's marine designers set to work to remodel them into useful peacetime ships, capable of holding sizeable cargoes of either dry goods or bulk fuels such as diesel oil.

The personnel quarters, formerly designed to accommodate around seventy men under military conditions, were re-designed to provide comfortable housing for a crew of about twenty officers and men. Cargo handling facilities, including powerful derricks capable of handling loads of up to 25 or 30 tons, were installed and the vessels were outfitted with the latest devices for communications and navigation. These include radar, echo depth-sounder, gyro compass, direction finder and radio telephone. Four 30-kilowatt diesel generators are installed for operating this equipment and for emergency electric power requirements.

The Canadian Marine Service now has six such vessels: C.M.S. *Skua*, *Eider*, *Auk*, *Puffin*, *Raven* and *Gannet*. A seventh, converted from an L.C.T. 8, is C.M.S. *Nanook*, which has been equipped as a depot ship to provide housing for up to 110 stevedores who are taken north to assist in unloading cargo from the re-supply convoys at points where no shore housing is available.

Other Canadian Marine Service vessels taking part in the Arctic operations this year are the heavy icebreakers C.M.S. *John A. Macdonald*, *d'Iberville*, *Montcalm*, *N. B. McLean*, *Labrador*, and *Sir Humphrey Gilbert*; the Arctic service vessel *C. D. Howe*, and the light icebreaker-buoy vessel *Sir William Alexander*.

C.M.S. *C. D. Howe*, carrying the Eastern Arctic Patrol, also left for the Arctic from Montreal. The Patrol comprises representatives of the Government departments that have the responsibility for looking after the health and welfare of the native population of the Arctic and for administering law and order.

Mr. Diefenbaker is with two Indian Chiefs during a tour of the Canadian Northwest Territories

NEW ZEALAND

An assessment made lately of the value of the agricultural aviation industry to New Zealand is that it has been directly responsible for earning an estimated £50,000,000 in overseas funds through the increase in production which it has made possible.

Farm production in New Zealand, per unit of labour, is the highest in the world but it is generally accepted that the per acre returns in terms of dairy produce and meat could still be raised. A main problem is in the utilisation of hill country, which makes up nearly three-quarters of the occupied land. In the improvement of hill country, aerial top-dressing and oversowing with clovers has shown remarkable development in recent years. In the last twelve months more than 580,000 tons of fertiliser were spread from the air on this type of country. Because of topography, the availability of labour and cost there was little opportunity to deal with such country on an extensive scale by any other means.

New Zealand was a pioneer country in the use of aviation for agriculture. The development of aerial top-dressing began after World

Aerial top-dressing is in progress in the arid country of the Wairouru district in New Zealand

WEALTH

The Lord Mayor of London's tour; Arctic re-supply operations in Canada; aviation's assistance to New Zealand agriculture; tributes to Mrs. Pandit

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

War Two, helped by the number of skilled pilots available and small training aircraft which became surplus to requirements and which could be bought at a reasonable cost and adapted cheaply to carry fertilisers. About half of New Zealand's fertiliser production of 1,000,000 tons a year is now put on by aircraft. In 1959, for every 10 acres of grassland top-dressed, 4½ acres received its application from the air.

The capital investment in the agricultural aviation industry is considerable. Recent figures show there are approximately seventy-five operators with 280 aircraft and, with ancillary equipment like fertiliser loaders, the capital investment amounts to £1,300,000, with a good deal of further money involved in the establishment and maintenance of runway strips.

It is impossible to estimate precisely the worth of aerial top-dressing and seeding of hill country, because a number of factors contribute to the increase in the agricultural productivity, such as subdivision by fencing, water supplies, reduction of rabbits, and improved heavy cultivation equipment. Looking at the question in a general way, since the advent of aerial top-dressing in 1950, the sheep population has increased from just under 34,000,000 to 50,000,000, and beef cattle from about 2,000,000 to 3,000,000. That aircraft have contributed to the stock increase is certain; for the reasons mentioned the actual degree cannot be determined.

Aircraft have undoubtedly assisted in the improvement of large areas of hill country and certainly without this new technique the productive capacity of some farms on this type of terrain would have declined instead of showing a marked improvement. Aerial top-dressing, seeding, lime sowing and supply dropping are now well established in agriculture in New Zealand and techniques and operational procedures devised over the years have been largely stabilised.

North Island near Lake Taupo. In centre background is the volcano of Ruapehu

Mrs. Pandit with Lord Home at a farewell reception at India House, London

INDIA

Mrs. Vijaya Lakshmi Pandit, who has held the post of High Commissioner for India in London for nearly seven years, will relinquish her post in the middle of this month. India appreciates the tributes which have been paid to her diplomatic finesse and her charm by all sections of people in U.K. She has deserved them all. Her success lies in giving a new orientation to Indo-British relationship, an orientation based on equality and oneness of ideas in regard to the future of the world and also the future of the Commonwealth.

During her tenure of office in London, Mrs. Pandit worked ceaselessly to give a richer meaning to the once nebulous Commonwealth conception. It is no exaggeration to say that her single-mindedness and drive have played an important part in the evolution of the Commonwealth as it stands today. She regards the Commonwealth as a bold experiment in co-existence and inter-racial understanding. She has time and again expressed the view that in due course the Commonwealth may prove to be an example for the world to follow and she is known to be a champion of equality and other freedoms incorporated in the U.N. Charter.

Mrs. Pandit regretted that South Africa had to leave the Commonwealth because of its inflexible apartheid policies, but she felt that for its own preservation the Commonwealth had no other alternative. It will be recalled that Mrs. Pandit voiced (and what a voice!) India's indignation against South Africa's apartheid policies in the United Nations as early as 1946 and prevailed on the General Assembly to pass the Resolution asking South Africa to undertake negotiations with India and Pakistan for a better deal for the citizens of those countries in the Union. This is regarded by her as her greatest diplomatic success. She is proud of that achievement and now, logically, she believes that if the Commonwealth is to develop into a strong powerful force in the world, it is essential that it be based on the sure foundations of racial equality.

As an ardent supporter of the Commonwealth idea, Mrs. Pandit does not approve of any British economic alignment with European countries at the cost of disrupting the present pattern of Commonwealth trade. She has expressed the view that unconditional alignment of Britain with the Six would be likely to result in the weakening of the Commonwealth ties. Nothing, according to her, should be done at this stage to impede the development of the Commonwealth idea.

The people in the U.K. and India recall with affection and gratitude the part Mrs. Pandit played in facilitating the Royal visit to India earlier this year. She, herself, went to India to accompany the Queen during the strenuous four weeks there and spared no effort to see that the arrangements for the tour at each centre were satisfactory. The tour resulted in still closer relations between U.K. and India.

When she returns to India there is no doubt that her experience and diplomatic skill will be made use of by the Government in more ways than one. Though she has declared her resolve to retire from public life and do constructive work to arouse the people of India to their obligations and duties, she is one of those persons who will not be able to say no to any call to action by the nation. Already it is believed in political circles that she is earmarked to be the next Vice-President in place of Dr. S. Radhakrishnan. The honour will be well deserved.

KENYA

Developing the Colony's Multi-Racial Relations

The public career of Mr. Matthew Ondiek is a sign of the progress in achieving satisfactory relationships between all the races in Kenya. A year ago he became the first African to be elected as a deputy Mayor in the colony, and this year he has become its first African Mayor. His town is Kisumu, on the shore of Lake Victoria. It has what has been described as perhaps the finest African Social Centre in Kenya. One of the important matters under consideration by Mr. Ondiek and his colleagues is the attraction of more industry. The town is ideally situated for the manufacture of textiles in view of the vast quantities of cotton produced in Nyanza Province. It is the headquarters and main port of the East African Railways and Harbours lake steamer services.

The Town Hall at Kisumu, an imposing modern building which cost £43,000 to build. The fourth largest town in Kenya, Kisumu is situated on the shore of Lake Victoria

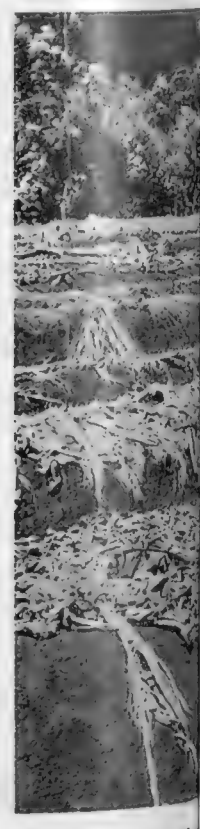
Councillors of one of the African local government organisations leave the Elgon-Nyanza African District Council Hall, in Nyanza

Left: Mr. Matthew Ondiek, the Mayor of Kisumu. He is the first African to be elected as Mayor in Kenya

Nyanza Province was, in 1926, the first region in Kenya to have African local government organisations. At first called Local Native Councils, they are now known as African District Councils. The Province has provided a number of Africans in responsible positions in administration, the Civil Service, and medical and school services. Known in the past as the "granary of Kenya," Nyanza is producing increasing amounts of cotton—this year 20,000 bales are predicted.

Another sign of the times in the colony is that the Kenya Regiment, previously exclusively European, has been opened to all races. Recently the first Africans and Asians reported to the regiment's training centre, near Nakuru in the Rift Valley. The Regiment was formed in 1937 and has had a distinguished record, especially in the unorthodox campaigning during the Mau Mau emergency.

European, African and Asian recruits arrive at the Kenya Regiment's Training Centre, near Nakuru



An African woman far

A general view of Kisumu, showing the shopping centre, the clock tower and Lake Victoria in the background

...ier in North Nyanza shades newly-planted coffee trees with Napier grass

Harvesting the cotton crop on one of Nyanza Province's progressive farms

BRIAN VESEY-FITZGERALD

MID-WALES—A DEPRESSED AREA

When I was a boy in an isolated and thinly-populated part of Wales—rolling, windswept mountain country, wonderful scenery and very good fishing, but little else—it was taken for granted that the young, as soon as they were of an age to earn a living, would leave to seek their fortunes in England or perhaps in America, if they were lucky enough to have relatives there. The Welsh have never been born emigrants in the sense that the Irish are. Even in my boyhood this had been going on for a long time.

The basic occupations of this part of central Wales were, from time immemorial, sheep farming and the manufacture of woollen goods, and lead mining and slate quarrying. It is a long time since my boyhood, but lead mining had virtually stopped even then. There may have been a mine working but I cannot remember one. Slate was still quarried, but the demand was even then falling off and there was comparatively little opportunity for new employment. But what had really dealt central Wales an almost mortal blow was the enclosures of the nineteenth century. They reduced employment on the land drastically.

So the young left, and they have been doing so ever since. The situation has grown steadily worse. If there was a lead mine working when I was a boy, there certainly is not one now. You have only to look at the huge piles of slate lying around the slate quarries to realise what has happened to that industry.

As to farming, there is less and less opportunity for employment on the land. For the fortunate few, sheep-farming, with its generous Government subsidy, is a most paying proposition: but sheep farms do not require large staffs. Over central Wales as a whole there can be very few farmers who employ regular labour, and then no more than a couple of hands at the most. The vast majority of the farms are family concerns, well able, with efficient modern methods, to do without hired labour. So the young leave. In my boyhood many of the girls and a few of the boys went "into service," which was then considered highly respectable if not exactly profitable. But, if you wanted to make money, then the thing to do was to get into dairying in London or Birmingham: and this was not difficult, since every family was almost certain to have a relative or friends already in the business, and the Welsh stick together. This was what most of them did. As a small boy, I was convinced that all the dairy shops in London must be owned by Welshmen. It was inconceivable that there could be room for anybody else.

There is no longer scope for the small, privately-owned dairy business, so now they go into the factories and especially light industry in the Midlands and around London. In these areas you can find to-day small Welsh-speaking communities: Slough is a particularly good example. It would not be untrue to say that now the only ones who stay are those who must, especially the eldest sons of small farmers; unpaid hands, waiting for dead men's shoes.

Let me give some figures. Between 1901 and 1951 the population of England and Wales as a whole increased by 9 per cent. During the same period the population of central Wales decreased by 14.5 per cent. There has been a further decrease since then. I have not the actual figures, but I understand that it has been in the nature of 2 per cent., which would mean the departure of something approaching 6,000 people. This sort of thing can have nearly catastrophic effects. Not that the casual visitor, motoring through the area, would notice signs of distress. There is, for example, no apparent unemployment; for the simple reason that those who would form the unemployed have gone to the Midlands or to London. But, if you know the area, if you visit it regularly, you cannot but notice the increasing number of empty cottages, cannot but be aware of the moribund atmosphere of the towns. This may never have been a distressed area, but it was certainly (until quite recently) a depressed one. In a sense it still is. There is not the population, and therefore not the money, to enable the various local authorities to support the essential public services; education, roads, and so forth. These are subsidised by the Exchequer by means of deficiency grants to something like 70 per cent. of the whole: a most unsatisfactory situation for all concerned. Presumably the proposal to merge the present thirteen Welsh counties into five would help this situation a great deal, not only here but elsewhere in Wales. But so far as central Wales is concerned no amount of merging is going to make any difference to its existence as a social unit unless the present trend is reversed. There can be no hope for an area with a declining and ageing population. If people are not brought back into the area, then it must continue to decay.

A few years ago continued decay seemed inevitable. Now there is hope. Though this is still a depressed area, you can sense the change in atmosphere. This is due to the Mid-Wales Industrial Development Association, a body which was formed in 1957 to attract suitable industries to central Wales: an act of faith in which nobody other than the promoters had faith. As a result of the drive and missionary fervour of the Association five new factories have been built in the area within the last two years. There are applications for others: most of them from the Midlands to which the local young have been migrating in great numbers in recent years.

It does seem as though the depopulation of the area may be stayed in the near future. If that does prove to be the case it will be a magnificent achievement. But that alone will not be sufficient. It is not just a matter of halting emigration: it is a matter of encouraging immigration. Industry will not be attracted to central Wales if there is not a sufficient labour force available. I think that the Mid-Wales Industrial Development Association now faces its biggest task: it is not going to be easy to bring people back to Wales unless the work is there, not easy to persuade industrialists that a factory will attract labour. But four years ago I would have had a good laugh at the idea of five new factories in two years in this part of the world. I believe it will be done, and I do not consider that industry is going to spoil this countryside. On the contrary; if it brings back life to the towns and young people to the cottages, it will improve it.

Ipswich, led by their captain, C. P. Simpson (second from right), take the field against Framlingham. **Right:** Framlingham with their captain, R. H. O. Johnson, in front

A. M. C. Brodie of Framlingham is almost run out. The wicket-keeper is P. A. Miller

P. R. Lawrence (Ipswich) dives in vain to try and stop a shot from C. J. W. Lipman

PUBLIC SCHOOLS CRICKET

IPSWICH v. FRAMLINGHAM

A hook for 4 by P. A. Miller (Ipswich), who scored 29

A shot from I. L. C. Jerman (Ipswich) is well fielded. He went on to score 31 not out

Ipswich School, who have had their most successful season for several years, added to their list of victories when they beat Framlingham College by 7 wickets at Ipswich on July 15.

Framlingham batted first and scored steadily against Ipswich's seam bowlers, who could find little pace in the heavy pitch. With the score at just over 100 for the loss of three wickets, the spinners were brought on. A. J. C. Jerman bowled his leg-breaks accurately, while P. R. Lawrence's off-breaks brought him two wickets before lunch. After the interval Framlingham's batting collapsed, the last wicket falling with the score at 119. Jerman took 4 for 5 and Lawrence 2 for 5. J. R. Caplen made 35, Lipman 26 and R. H. O. Johnson 19.

The Ipswich innings started badly, J. S. Wright being bowled by Caplen for 3. But P. A. Miller and C. P. Simpson stayed together until Miller was bowled by A. M. C. Brodie for 29. At tea, Ipswich were 72 for 2, with both Simpson and I. Jerman scoring freely. Although Simpson was caught soon after tea, runs came quickly and at the close Ipswich were 120 for 3. I. Jerman was 31 not out, Miller 29, Simpson 28 and Lawrence 26 not out. Brodie took 2 for 53.

R. H. O. Johnson of Framlingham just gets home, while **below:** C. R. Milner-Moore (Framlingham) is run out having made 4

GABOR DENES

YACHTING

For some years a most ingenious system, invented and developed by Mr. Zillwood Milledge, has been used by many clubs when dinghies belonging to different classes are racing together. The "Portsmouth Yardstick" in itself is not, in the words of its inventor, a handicapping system but can be used with any handicapping system. The tables worked out by Mr. Milledge on the basis of information collected from many races and many clubs, consist of a series of numbers, one for each dinghy class representing the time taken by each over a common, but unspecified, distance. They represent the time of the average, well-sailed boat in the class. According to the amount of information received, the table is divided into Primary and Secondary Yardsticks. When enough clubs agree, the yardstick figure becomes a primary one. For the sake of convenience the numbers start at 60. Below this it would be necessary to use fractions. To illustrate the system with a few examples, the Portsmouth Standard Yardstick for the International 14-ft. dinghy is 89; the Merlin-Rocket is 91; the Shearwater Catamaran is 78; the International Cadet is 132.

Now I hear that this clever and successful system has been "taken over" by the R.Y.A., whose council has accepted an invitation from the Portsmouth Harbour Racing and Sailing Association to administer the Portsmouth Yardstick, subject to recommendations from the R.Y.A. Handicap Committee. Fortunately Mr. Zillwood Milledge has agreed to serve on this committee. It is intended that the Primary figures should be mandatory, and the Secondary Yardstick figures be treated as recommendations. In future every recognised club will receive annually a form from the R.Y.A. for submitting amendments, additions and alterations. The Portsmouth Yardstick will thus be constructed upon much wider evidence, and will be published in the Association's Yearbook.

Winning the Prince of Wales Cup, the great trophy of the International 14-ft. class, for the tenth time is a most remarkable achievement by Stewart Morris. The Cup was first competed for in 1926, the year before the class was given international status, and Morris won it for the first time in 1932. Ever since he has maintained his leadership of the class, and his fame and mastery is now almost legendary. I was discussing the prospects with him a few days before the recent Prince of Wales Cup Week, and, at that time, he did not expect to do particularly well. He had disposed of *Bolero* in which he has gained many successes since winning the Cup in 1957, and earlier this year, bought an Ian Proctor Mark VI design built by Souter's of Cowes, *Lucilla*. He did not feel very happy with this, and only a few days before P.O.W. Week changed it for a Mark V., *Gossip*, by the same designer. He pointed out that it would be impossible to get her tuned to racing trim in time, and so his winning again had to be ruled out.

Gossip's success was also unexpected for another reason. She is regarded as a lightish weather boat—and the weather at Whitstable was hardly that. She was chosen in view of the forthcoming team races in Canada at the end of this month. These races are the continuation of a series, the last event in which took place at Cowes in 1958. At that time teams from New Zealand, Canada and U.K. took part, finishing in that order. This time at Toronto, teams of three boats each from Canada, Bermuda, U.S.A. and Britain are taking part. Stewart Morris captains the British team and the other helmsmen are Bruce Wolfe (*Gadfly*) and Guthrie Penman (*Yeti*).

Guthrie Penman in *Yeti*—a member of the British team for the International 14-ft. class team races to be held in Toronto this month

Left: Stewart Morris, *right*, and Norman Ellam, a member of his winning crew in this year's Prince of Wales Cup. Mr. Morris is captaining the British team which is going to Canada

Below: Stewart Morris in the International 14-ft. *Gossip* leads his team mate Bruce Wolfe in *Gadfly*

Putting on the green of the 17th (the Bobby Jones hole), with the Clubhouse, background right, and the Dormy House to the left

Bearing a renowned name in golf, the Royal Lytham and St. Annes is one of the traditional championship links. It is set on the flat Lancashire coast near the resort of St. Annes which grew up at the same time as the club. The testing nature of the tough course is compounded from the natural hazards of sandhills and isolated trees and patches of heather, and the man-made variety of bunkers and other traps. The history of the club goes back to 1886. Four men were chiefly concerned in fashioning the links which brought the club the prefix "Royal" in 1926, the year of the first Open Championship to be held there. They were W. H. Fowler, Henry Colt, Tom Simpson and George Lowe, the club's first professional. For the Open in 1952, C. K. Cotton added a few details—he ensured that none of the entrances to the greens were more than 20 yards wide. Over the years, the lie of the land has been changed by the golf architects. The club offers magnificent facilities. Noted for its exacting four-hole finish, the course is 6,635 yards long and S.S.S. is 74

Next in this series will be Alwoodley Golf Club in the issue of August 12.

BRITAIN'S GREAT GOLF CLUBS

ROYAL LYTHAM AND ST. ANNES

Mr. E. Ogden and Sir Robert Adcock, C.B.E., the captain

E. T. Musty, the professional

Jim Marshall, head green-keeper, inspects a piece of turf from St. Andrews Golf Club, planted on the 13th green. On the right is the secretary, Mr. F. D. Hunter

Mr. J. G. Carruthers, chairman of the Ryder Cup Committee, Mr. W. E. Jackson, Mr. J. Schofield and Mr. H. B. Smith

Right: The view across the 6th green and the 7th fairway

TRAVEL

THE FRENCH RIVIERA

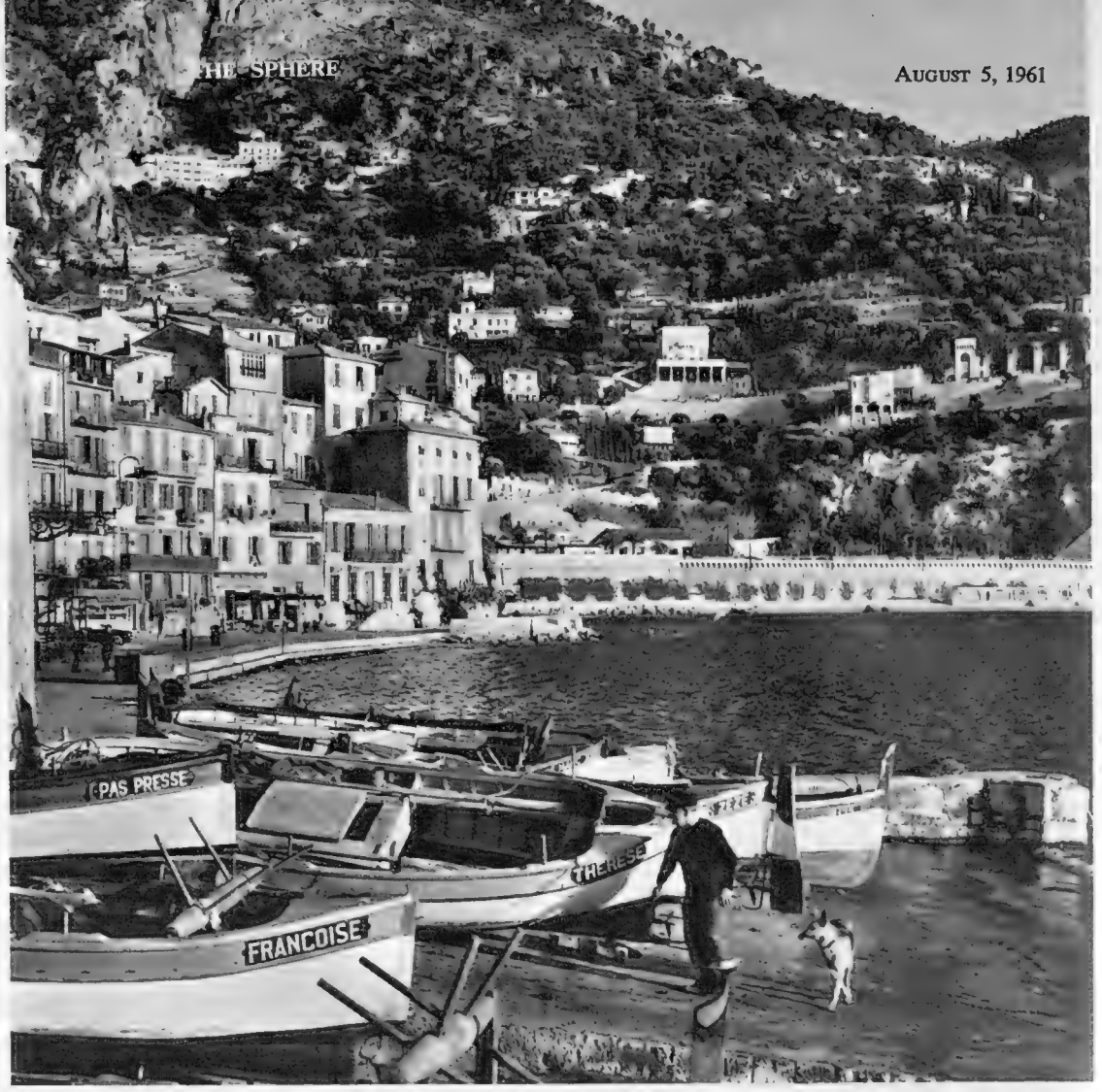
By **GORDON COOPER**

Despite the launching of all kinds of " new coasts," many of them given the most romantic names, the French Riviera retains its paramount position, for it has got something that most of the others have not got. For more than a thousand years this sunlit and colourful coast has enticed people of all races and from all countries. They go there to find more than just a blue sky and a blue sea. There is along the French Riviera an endless change of background, of detail, of form, of colour. The resorts satisfy nearly every need.

To begin with the western end, there are, between Marseilles and Toulon, those miniature fjords—the *calanques*—thin ribbons of deep blue water, lined with rocks. Inland, there is the rolling, grey-green moorland landscape of Provençe. Beside the sea, lie the colourful and attractive fishing port-resorts of Cassis, La Ciotat, Bandol and Sanary, whose main defect is that they become crowded during fine week-ends with holidaymakers from Marseilles. All these four resorts, by the way, have sand beaches.

After Toulon you arrive at Hyères. It is an agreeable inland town and health resort at the head of the Giens Peninsula, a curious strip of land from whose port boats leave for Iles d' Hyères, the Golden Isles. Porquerolles is the most beautiful, Port-Cros the largest and pleasantest, while Levant is uninteresting, except for the fact that the village of Héliopolis is a well-known nudist colony.

Next comes Le Lavandou (good beach), excellent for a family holiday. It has a good range of hotels; while inland is Bormes, a typical Provençal mountain village (Hotels Paradis and Grand recommended). Eastwards along the coast are Cavalière, Le Canadel, Le Rayol, Cavalaire, all attractive and modest resorts—and beginning to feel the effects of organised tourism. On the southern shore of the Gulf of Saint-Tropez is the quite famous and fashionable (with a certain set) Saint-Tropez. Even if you may not care for some of the rather exotic visitors, this fishing-port, backed by forests of pine and cork-oaks, offers an enchanting picture. On the north side of the gulf, across from Saint-Tropez, is Sainte-Maxime, and farther along the coast, Saint-Raphaël, both pleasant resorts, but unexciting.



The harbour at Villefranche, not far from Nice, enclosed by steeply-rising wooded hills

Continuing along the coast via N98, you pass through the most magnificent and loveliest portion of the Côte d'Azur. The scenery is reminiscent of classical Greece, with rows of cypress trees, rocks of red porphyry, and a sea of lapis-lazuli, which " tideless, seems asleep." In this setting are Agay, Anthéor and other small resorts of the Estérel region—a region, alas, which is being built up rapidly. But as we come to Cannes the hand of man begins to play a far more important part in the arrangement of Nature. Cannes itself is certainly the smartest social resort on the French Riviera. It is a place of sparkling whiteness, where you will hardly suffer from boredom. At the Carlton Hotel, princes and millionaires, film-star celebrities and prodigals mingle.

Beyond Cannes is Juan-les-Pins, celebrated for its sandy beach, its hotels, its Casino, its little nightspots, and its pine trees. It is splendidly gay, especially on the beach, with its many parasols in various colours. Nearby, in contrast, is the ancient fortress town of Antibes, whose Grimaldi Museum contains a sensational collection of Picasso's works. Nice, capital of the French Riviera, is not only a fine and popular resort, but is also a bustling large city. Apart from anything else, it is the best centre for excursions on the coast. It has two casinos and all kinds of tourist attractions, not least some remarkably good restaurants. Park-like Promenade des Anglais is a wonderful spot for loafing; but I must mention the beach consists of round stones. Just outside Nice are Beaulieu (with its tropical environment), lively Villefranche and Saint-Jean-Cap-Ferrat (Grand Hotel recommended).

Who can ever forget looking down from the Grande Corniche to the view of Monaco, far below, with its famous Casino. The remarkable Exotic Gardens and Oceanographic Museum are, however, well worth a visit. Lastly, I bring you to Menton, a quiet resort of great charm. Sheltered by mountains that almost surround it, this resort has rarely wind or cold weather. In its mild climate lemons and tropical plants flourish. Its Old Town is picturesque, and its "piazzetta" offers a fine setting for the annual Chamber Music Festival this month. Like other main Riviera resorts it is well equipped with luxury and more reasonable hotels. It is conveniently placed for excursions to the Italian Riviera.

A WIDER RANGE OF TRAVEL FACILITIES IN RUSSIA

It has not been generally appreciated in this country that the Russian Seven-Year Plan includes a big tourist development programme. Hotels are to be built having a total accommodation of 102,000 beds. In Moscow alone an enormous hotel is to be constructed with 4,000 rooms, capable of accommodating 5,800 people.

From Britain alone this year well over 25,000 visitors are expected in Russia, compared with the 19,226 who went last year. The popularity of motor-touring and the demand for cheaper accommodation en route has encouraged Intourist to build a number of motels. Those being constructed this year will accommodate 1,300. They will be found, with accompanying sites on some 5,000 miles of roads which the itineraries of Intourist will cover. Eventually, by 1965, there will be motels for another 11,500 and camping sites for another 10,000. The camping sites offer interesting alternative accommodation in that you don't have to bring your own tent. These are already erected and can be hired, with other facilities, for about 15s. a night. Perhaps the most attractive feature of motor-touring in Russia these days is that many more petrol filling stations and garages are to be found. The number of these is to be steadily increased over the next few years. Petrol is cheap, costing only 1s. 9d. a gallon for the ordinary grade, to 3s. 3d. per gallon for premium grade.

Internal sea, rail and air communications are also being improved. A new air terminal is being built in Moscow this year which will incorporate an hotel to accommodate 600. Prices of air travel are being progressively reduced, so that by the end of the Seven-Year Plan in 1965 it will be as cheap to travel by air as by rail. On the railways considerable work is being carried out in converting steam to electric and diesel power. At sea, a new service links the Crimea and the Caucasus with Marseilles and Venice.

Intourist looks after the arrangements of all visitors to Russia, although it is possible to travel independently if you apply for a visitor's visa. It is wise, however, to make use of Intourist's extensive facilities which can be booked through travel agents over here. Costs of inclusive holidays vary from about 85 guineas upwards. One interesting tour, lasting sixteen days, is called " Labour and recreation in the U.S.S.R." This includes visits to industrial enterprises, hydro-electric stations, collective and state farms and sanatoria. The tour includes Moscow, Kharkov, Stalino, Zaporozhe, and Sochi. The price, first-class, is £192 10s. —and tourist-class £170. For a quick trip to Moscow, a seven-day visit, travelling by air, can be arranged for £92. This includes sightseeing excursions with the service of a guide. Should anyone wish to rent a self-drive car, such facilities are now available in Moscow and certain other places. There are three types of car, the large Zim, the smaller Volga, and the tiny Moskvich.

W. D. C. C.

The Partners' Room with its fine open fireplace

LONDON DINING-ROOMS

BARING BROS

Drawings by Geoffrey S. Fletcher

Baring Brothers and Co., Merchant Bankers, have been at No. 8, Bishopsgate, since 1809. The original buildings were extensively renovated in 1853 by Lewis Cubitt, the architect of King's Cross Station, and in 1881 Norman Shaw, whose chief memorial is New Scotland Yard, designed the front part from the street eastwards to the central hall. Shaw was responsible for the dining-room. The furniture, however, is eighteenth century and over the fireplace hangs an unfinished portrait of Francis Thornhill Baring (later Lord Northbrook) by Thomas Lawrence. F. T. Baring's grandfather, Francis, was one of the founders of the family firm in London in 1763. His partner in this enterprise was his brother John, but Francis was the dominating figure, being a director of the East India Company—of which he was acting chairman from 1792-93—and a Member of Parliament. He was a close friend of Pitt the Younger. Francis Baring was created a baronet in 1793. At the time of his death, in 1810, he was described by Lord Erskine as " the first merchant in Europe."

The dining-room is on the first floor. Downstairs is the Partners' Room. This is the work of Cubitt. Here is the nerve centre of the bank. The partners sit at large Victorian desks. The fireplace is a comparatively recent addition, but was actually fashioned in France in the eighteenth century before the Revolution. Above it is a portrait of the first John Baring, who arrived in Exeter from Bremen in 1717 to found a wool business. Two of his sons, John and Francis, expanded the firm's activities to found the London Merchant Bankers. From them derives the House of Baring as we know it today.

The Partners' Dining-Room in the House of Baring is panelled and has an ornamental cornice and an elaborate panelled plaster ceiling

BOOKS

CECIL BEATON'S DIARIES

Life in Africa and Australia; a biography of Branwell Brontë; other non-fiction and recent novels

There are biographies *and* biographies. There is also THE WANDERING YEARS (Weidenfeld and Nicolson. 30s.), extracts from diaries kept by Mr. Cecil Beaton between the years 1922 and 1939. From the elegant jacket, with its reproduction of the Christian Bérard portrait of the author, to the last end-paper, a sketch portrait by Augustus John, this is a volume of stylish nostalgia. Mr. Beaton is in his first Cambridge term at the beginning of the book; at its end he is a man with many and, one can sense it though he does not say it, devoted friends. He is also the man whose inspired and luminous photography had caught the attention of the Queen and resulted in what was possibly the longest session which Queen Elizabeth the Queen Mother has yet granted to a photographer. In between, there is a sporadically but intelligently kept diary, recording young embarrassments and early successes, personal misgivings and public acclaim, sharply etched portraits, in words as well as in pictures, of friends and admired celebrities, and a great deal of good sense, modesty, sensitivity, natural resentments, acuteness, temper and hard work. And hard work, in spite of the brilliantly café-social nature of much of the surrounding landscape, has been nine-tenths of the reason for Mr. Beaton's undoubted success.

Mr. H. J. Southam served in the R.A.F. during the war and afterwards went to Africa where he worked at first as a field surveyor for a firm building a railway in Uganda and later in the Uganda Constabulary as a ranger and game warden. The book of his African experiences, BLIND SAFARI (Robert Hale. 18s.), bears the marks of his love for the country, the people and the animals, all of them observed through the sight of the one eye remaining to him after the war and now recollected in total blindness after being ambushed by ivory poachers and diamond smugglers. Mr. Southam lives and writes in New Zealand and this gallant book is an index to a character which has survived danger, adversity and sheer bad luck without sinking into bitterness.

GRIEF, GAIETY AND ABORIGINES (Robert Hale. 18s.) is by Mr. W. E. (Bill) Harney, an Australian who is a born story-teller and one of the world's great authorities on the Australian aborigine. Mr. Harney's wife was herself part-aboriginal and died of tuberculosis during the worst time of the 1930's depression. Left with a little boy and girl, he struggled on, sometimes helped by people as destitute as himself in the Northern Territory and, in so far as they could, by his aboriginal relations-by-marriage in that far "outback." This is a wonderful book and not the least of its features is the series of photographs showing the development in the towns and settlements from the time when he and his small family first visited them in search of work to the present day. His little daughter developed T.B. of the spine, his fifteen-year-old son was drowned going to the rescue of another child at Alice Springs. Bill Harney, the Queenslander, now Ranger, geographer, broadcaster and, above all, story-teller, tells us about the infinitely strange and dangerous country which is the real Australia.

ANNA QUAYLE AND ANTHONY NEWLEY in a scene from *Stop the World—I Want to Get Off*, at the Queen's Theatre. The unusual musical, depicting the seven ages of man, was directed and partly written by Anthony Newley, who plays the exacting leading role

I have never known why writers of distinction and readers of taste should have cared so much, and for so long, about the least successful member of the Brontë family but so it is. Miss Daphne du Maurier devoted a thoughtful and imaginative book to this subject last year and now Miss Winifred Gérin has written a full and eloquent biography, BRANWELL BRONTË (Nelson. 35s.), which may well be the final monument to this tragic, haunted, self-indulgent but not altogether inconsiderable figure. One of the things which emerges most clearly from Miss Gérin's scholarly and sympathetic study is the self-abnegating care with which Branwell's family, sisters and father alike, treated him.

The thesis of Mr. Hesketh Pearson's new book, THE PILGRIM DAUGHTERS (Heinemann. 25s.), is the invasion, beginning in the mid-nineteenth century, of the English social scene by American heiresses. Twenty-six of these well-known alliances through which rich and often beautiful American girls brought themselves and their fortunes to the rehabilitation of the English aristocracy are recounted here and they make reading which is sometimes amusing and quite as often melancholy. Some of the marriages were made for love and remained as happy matches on both sides. Some were made with more material ends in view and, unhappily, these are among the best-known stories. Mr. Pearson has written this latter-day reportage with his usual urbanity and ease but the record, on the whole, is not a happy one.

ARSENIC AND RED TAPE (Gollancz. 16s.), on the other hand, has some positively hilarious elements. Mr. Edmund G. Love has written about some of the wilder aspects of bureaucratic lunacy as they have occurred in his own country, the United States. He has even subtitled his volume *The Grandeurs and Villainies of Bureaucracy* and, by and large, has been perfectly justified in so doing. One may read here of a pretty and twice-married woman who brought split-second planning and timing to *every* aspect of her domestic

BACK TO EUROPE

John Gunther's sequel to "Inside Europe"

John Gunther's INSIDE EUROPE TODAY (Hamish Hamilton. 25s.) is a sequel to his earlier book, *Inside Europe*, which made his reputation in the late '30's. Surveying the tortured world of that time, he was then particularly preoccupied with the three dictators—Hitler, Mussolini and Stalin. Of the modern-day personalities dominating the European scene, Adenauer emerges as one of the most positive characters. Macmillan Mr. Gunther sums up as a man of profound goodwill; Khrushchev's peasant common sense is strongly emphasized; and de Gaulle, despite the Algerian ulcer, seems to have made modern France a bland, expansive and prosperous country, though maybe the farmers don't agree. Spaak gets special mention as an "authentic internationalist," one of the creators of Benelux and one of those in the thick of the evolution of the European Coal and Steel Community and the Common Market. *Inside Europe Today* is not in any way a revision of Gunther's earlier work. It is new in presentation and in scope, reflecting in particular the author's ability to present a political profile in a few sentences.

Robert Jungk, Austrian by birth and American citizen by adoption, is another author who has written a powerful sequel to an earlier book. Many will remember *Brighter Than a Thousand Suns*, and he follows that investigation of atomic scientists with CHILDREN OF THE ASHES (Heinemann. 25s.). This is an attempt to find out what has happened physically and psychologically to the city of Hiroshima and its people since August 1945 when that city became the scene of one of the great holocausts of history. To-day Hiroshima is larger than it was before the dropping of the bomb. It is a fine modern-built city, but the effect of the atomic explosion persists in the minds and bodies of the inhabitants, and is revealed perhaps most strongly in their very tendency to disguise and to forget. The author has concentrated on three survivors dramatically in contrast; one a young lad of imagination and integrity who was led to commit a senseless murder; another who has devoted his life to helping victims of radiation; and a third, a beautiful young woman, who renounced marriage because of the fear that her children might be genetically affected. This is a deeply-moving book. In some ways it is full of hope, and it is certainly full of courage.

H. H. Wilson's PRESSURE GROUP (Secker and Warburg. 18s.) comes as a surprise to many of us who are innocent of the political scene. It is the author's intention to reveal exactly what happens when a group of politicians combine to lobby for a particular interest; in this case commercial television. He claims that Britain was given commercial television against the advice of all the nominal leaders in our cultural life. At no time, says Mr. Wilson, was the electorate given a chance to pronounce on the merits of the case. His narrative is sure to provoke a spirited response.

Two lavishly-produced books on the world of nature command attention this week. ALPINE AND ROCK GARDENING (Seeley, Service. 30s.) is a new addition to the excellent Ullswater Library of Gardening. A number of authors have contributed to this symposium, including W. E. Shewell-Cooper, the editor; Will Ingwersen and G. H. Preston. THE BOOK OF BIRD LIFE (Van Norstrand. 56s. 6d.) is by Arthur A. Allen. This is a revised and thoroughly up-to-date edition of this classic work on ornithology containing much new material on the distribution, migratory behaviour, courtship rituals and the songs and calls of birds. Some first-rate colour photographs adorn the text.

John F. Thompson and Norman Beasley have collaborated in telling the story of International Nickel of Canada. FOR THE YEARS TO COME (Methuen. 35s.) is of special interest to those engaged in big business, revealing as it does the modern pattern of management in a great Canadian primary industry that is now international in scope. John F. Thompson is a former chairman of this important company.

R. C. E.

life; of a Government executive whose only ability was to plan—successfully—for the next move up the official ladder; of a sergeant-major on the verge of retirement who fought an aggressive war through his In and Out trays through the years between 1941 and 1945. Very funny and not a little alarming.

Mr. Maurice Edelman's novel, THE MINISTER (Hamish Hamilton. 16s.), would be alarming, too, if one believed in it but, perhaps luckily for our peace of mind, few of us will. This is the story of a group of present-day English politicians, Colonial Secretaries, Prime Ministers, Deputy Leaders of the Opposition and the like, solely actuated by ambition or by the private anguishes which wives and mistresses may cause them. Thoroughly depressing, I found it.

Mr. Irving Stone, who wrote (*can* it be more than a quarter of a century ago?) a dazzlingly successful novel about Van Gogh, has done more or less the same thing again. THE AGONY AND THE ECSTASY (Collins. 25s.) is his longer than full-length novel or, as his publishers describe it, biographical novel about Michelangelo and it is genuinely impressive, first of all on the grounds of length and physical weight; more rationally on the grounds of sheer research and planning. Moving on to the question of the reader's enjoyment and/or education, it would be perfectly sound to say that Mr. Stone has done his darnedest to see that this book should be a pleasurable as well as a revealing experience for anyone who tackles it and that he has come wonderfully close to achieving his object. The late, great art critic, Bernard Berenson, who helped Mr. Stone with advice, said that he came closer to the true spirit of Michelangelo than any other writer. That was a very fine tribute and I can scarcely better it.

And to end with, in far too brief a space to do it justice, DECISION AT DELPHI (Collins. 18s.), which is the newest book by Miss Helen MacInnes and one of the best two she has yet written. Against a background which is mainly Greece, this brilliant writer of romantic, contemporary adventure stories has given us her most telling piece of work since *Assignment in Brittany* and has convinced me all over again that even the Buchans and the Hamblers and the Households may have a rival in a woman. Recommended.

Vernon Fane

GEORGIAN CHILDHOOD

It is a pity that Jane Austen "stooped" to Georgian children no more than she stooped to Georgian nannies or servants. If she had been an Angela Thirkell, she would have been an even greater authority for social historians, no doubt. So I thought when I read Mr. Gordon Roe's THE GEORGIAN CHILD (Phœnix. 15s.). I thought very highly of his *Victorian Child* and said so unreservedly at the time of publication. It was pithy, relevant and exact. In his *Georgian Child* he ranges wider, often far outside the nursery and schoolroom, and I noticed in his style a guide-book whimsy of expression commendably absent from his earlier book. For example, I have always deplored such euphemisms for dying as "passing on" or "joining the majority," and Mr. Roe uses several of them.

There is a lot of research evident in this book and interesting information is to be found in it, but because the author ranges far outside his brief and title, on no one field of youth can he be said to have covered essentials. There are some pleasant and lively illustrations by Iris Brooke and some well-chosen reproductions. But the text, while containing a great deal of useful, if not very original, information, seemed to me to fall between two stools, if its title is any guide to its purpose. All the same, it is a very readable and amusing book.

John Gore

Fr. Boheroe (Hugh Sullivan); Codger Sleehaun (Davy Kaye); Canon Burren (Paul Farrell); Councillor Reiligan (David Blake Kelly); and Foorawn (Celia Salkeld) in a scene from Sean O'Casey's play

THE BISHOP'S BONFIRE *at The Mermaid Theatre*

Written when he was seventy-five, Sean O'Casey's play has been revived for a season in London. A mixture of farce and melodrama, the story concerns preparations to celebrate the bishop's visit to his native village. The playwright uses the contrast between the idle villagers and the sponsors of the visit—the canon and a sanctimonious councillor—to give a satirical edge to the farce. As with other of Sean O'Casey's plays, a number of different plots are interwoven. Melodrama in *The Bishop's Bonfire* is provided by the story of the young girl and her lover who decides to become a priest. She is persuaded by the canon to take a vow of perpetual chastity, but the lover changes his vocation and implores her to change her mind. This leads to an outburst of violent action.

Councillor Reiligan emphasises point to Daniel Clooncoohy (Terence Scully)

Lieutenant Reiligan (Joe Lynch); Dick Carranaun (Godfrey Quigley); and Daniel Clooncoohy

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Andrew McCance

The chairman and managing director of Colvilles Limited, Sir Andrew McCance, has had a long and distinguished career in the steel industry. He was born at Cadder, near Glasgow, in 1889, and was educated in Scotland and at the Royal School of Mines in London. In 1910 he joined William Beardmore and Co., Ltd., Glasgow, and was appointed assistant armour manager the following year. He received the degree of Doctor of Science from London University in 1916. Sir Andrew founded The Clyde Alloy Steel Co., Ltd., in 1919 and in the same year he was appointed advisory metallurgist to David Colville and Sons Ltd., becoming a director of the firm in 1930. Later that year Colvilles Ltd. was formed to take over the iron and steel interests of David Colville and James Dunlop, and Sir Andrew became one of the original directors. Since then Colvilles has expanded greatly—they are now building a new semi-continuous hot-strip mill at Ravenscraig, in Lanarkshire. Sir Andrew McCance holds various other appointments, including directorships of Harland and Wolff Ltd. and the National Commercial Bank of Scotland, the chairmanship of the Governors of the Royal College of Science and Technology, Glasgow, and the presidency of the Society of British Gas Industries. He was knighted in 1947. His other honours include a Fellowship of the Royal Society, the Bessemer Gold Medal of the Iron and Steel Institute, and in 1951 a Deputy Lieutenancy for Lanarkshire. He has held high office in most of the organisations concerned with the steel industry. Married, with two daughters, Sir Andrew lives at Carmunnock, near Glasgow

A PACKAGE OF RESTRAINTS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

One of Mr. Selwyn Lloyd's new regulators, the Customs and Excise surcharge that he devised in this year's Budget, is, in the words of his main lieutenant last week, "the most powerful short-term economic measure in the hands of any finance Minister in the Western world." With one stroke of the pen, it enables the Chancellor to reduce all our effective spending power by £210,000,000 a year—indeed, by £130,000,000 in what is left of the financial year 1961-62. And it has to be said that once the Chancellor of the Exchequer was put in a position to do this by the passing of the Finance Bill into law, he used it—to the full. This might be taken to epitomise the positive elements in the impressive if slightly odd "package deal" of restraints upon British economic activity that he felt it necessary to impose last week. As a short-run curb to the pressure of demand in the economy, the City and business accepted his measures as one of the most sharp any Chancellor in recent years has administered. There was a good deal more scepticism about the resolution and efficacy of the hopes or intentions he expressed about making our economy more competitive in the long run.

The other major element in his short-term restraint was the time-honoured device of increasing Bank Rate. The tightening of the terms on which the Bank of England, as "the lender of last resort" to the whole credit mechanism of British finance, means that right through the economy money becomes slightly more difficult to borrow; and since a vast amount of current activity, from building new factories to going on foreign holidays, is done on one form of credit or another, its effects percolate a long way. His increase of 2 per cent. to 7 per cent. was as sharp as the crisis measure of late 1957—though the then Chancellor of the Exchequer, Mr. Peter Thorneycroft, acted as rapidly as this time Mr. Selwyn Lloyd has acted slowly and was able, therefore, to get a more radical effect with the move.

This increase in the ultimate cost of borrowing money—along with a call for an increase in "special deposits" by the joint stock banks at the Bank of England—has put "the squeeze" on the banks at a time when they were less comfortably placed than they have been at the time of earlier squeezes. Business, generally, is expecting it to have a rather more direct effect upon advances—i.e., loans to industry to finance working stocks, and loans to you and I ranging from term loans in respect of house purchase to one's ordinary overdraft.

House purchase, and the financing of building activity in general, were singled out for attack last week. The Chancellor specifically complained that a wave of speculative building was putting more demand upon the construction industries than they were in a position to satisfy; and he took some particular measures to moderate it. First, he suspended for the time being the system under which the Government offered assistance to building societies for the offering of mortgages on cheap houses; and since this reduces the total amount of money that these societies may be able to use in their business by about £40,000,000 a year less than it would otherwise have been, it will have a general effect upon their readiness to lend for house purchase. The building societies for the moment are not increasing their rates of lending or borrowing, but may well eventually have to do so. The insurance companies, who in the last few years have been financing a good deal of individual house purchase and a great deal of office and commercial property building, are likely to be asked by "the authorities" to exercise an informal restraint on these activities. So financing new construction of any kind is likely to become more difficult; and it is not beyond the bounds of possibility that there will be something of a check to the continued rise of house prices in fashionable areas. In the field of property, again, Mr. Lloyd singled out large-scale property deals as among those forms of "capital gains" that he thought might be brought within the net of income tax, though he still does not believe in a full-scale tax on all capital gains on the American system. He did not actually make any firm proposal last week; but he said that in his next Budget he would.

Since he was imposing such restraints on many forms of private spending, the Chancellor said it would be only fair to make some economies in public spending. As usual, these were not specified too clearly—and as he went on to talk about them it turned out that they were mainly that kind of economies which mean you don't spend as much more next year as you would have liked to, rather than actually spending any less. None of them happens until next year, which is not in itself unreasonable given the time it takes to cancel or reverse decisions made already. Broadly, the plan seems to be that whereas the various supply services of the Government might have been expected to cost some £300,000,000 more next year, they will be held to £125,000,000 more, giving a "saving" of £175,000,000; and with further economies arising from not lending the building societies money, not lending to steel companies as the Government has done this year, and some other items, capital outlays by the central and local governments will be about £125,000,000 lower than this year's.

The Government, again, applied some political courage at a rather embarrassing time in determining to tell its Nato allies that it could not afford to go on spending £65,000,000 a year for the support of British troops to defend Germany. Mr. Lloyd made it clear that Britain is not weakening in its resolve to stand with its allies on the Berlin issue; nevertheless, as a continuing drain on our resources the Government feels that B.A.O.R. costs too much. A request for help in bearing these costs will not be popular; the German Government had been quick to put in a protest even before Mr. Lloyd said what Britain intended.

Merely detailing some of the measures that Mr. Lloyd pulled out of his bag and their potential short-term effects can take quite a time. What about the justification of them? And what about longer-term measures to strengthen the British economy?

The Chancellor and his aides, in last week's economic debate, were perhaps inclined to play up some of the reasons for this powerful battery of short-term measures more than others. They made much, not too convincingly, of the extreme pressure of home demand inside the economy, which they felt was reducing our businessmen's willingness and capacity to devote enough time to exports. This judgment may be right; the Government economists have perhaps a better smell of the economy than businessmen; but both propositions are open to doubt. People's incomes are still going up and so is the total of consumer credit and bank overdrafts. But recent figures of retail trade, of hire-purchase contracts, and, on the industrial side, of orders for capital equipment and of authorisations for new works buildings have levelled off and in some cases indicated a decline by the end of the year or so, before the restraints were imposed. There is certainly an extreme shortage of labour, with unemployment very low and the number of vacancies on offer, especially for skilled men, sharply higher than the number of men seeking jobs; and certainly some parts of industry have had output held back for lack of labour. On the other hand, there are still points of slackness in the economy; it is doubtful whether Mr. Lloyd's new measures will help to move labour from where it is often being "hoarded" to where it is really needed. Nor, rather surprisingly, did the Chancellor decide to offer any direct encouragement to businessmen to try to export their products.

The more powerful reason for credit restraints now, in the eyes of many observers, was simply the condition of sterling. The pound has been weak for some months, and weaker than we know; the effects of speculation against it on the actual exchange rates have been muffled by the co-operative arrangements made between central banks some months ago in "the Basle agreement," by which foreign banks hold "buffer" balances in currencies that come under pressure. These bankers have been growing restive at having to support sterling in this way—the world has not been told how much. Mr. Lloyd's tightening at home, and the loan that he is arranging to get from the International Monetary Fund to back our reserves, ought to have a steadying effect upon the international value of the pound.

So, too, should one other earnest of his resolution—the requests that increases in dividends, salaries and wages should not be unreasonable, emphasized by the Government's own refusal to grant the full increases in teachers' pay that the Burnham arbitration committee had agreed. Teachers, who are not an overpaid section of the community, have been unlucky in the timing of their claim; but the Government took them as an example in suggesting that incomes generated within the public sector should be restrained, to encourage employers outside it to be equally cautious in granting increases. The strongest and least controvertible section of Mr. Lloyd's analysis was his demonstration that during last year dividends went up 20 per cent., wages and salaries up by 8 per cent., and other professional incomes up by about 6½ per cent.—during a time when production rose by no more than 3 per cent. and profits were actually lower than the year before. "We are cashing-in ahead of production," he summarised it, "and in the process making ourselves uncompetitive."

What happened, amid this resolution, to planning and other ideas about the longer run? It is still not too clear. Mr. Lloyd is not afraid of the word planning; he is going to talk to industry and the trade unions about something rather more "purposive" than his present consultatory bodies; some of his lieutenants would like the planning to go quite a long way; but nothing is very definite. He made noises, again, about reductions in tariffs to bring in more competition; but these were no more than the ordinary negotiations about reciprocal changes in tariffs that always go on during negotiations over the General Agreement on Tariffs and Trade, at present in train. There is also the matter of the Common Market. One of his lieutenants mentioned action on resale price maintenance; and Mr. Lloyd talked about restrictive practices on both sides of industry. How much he proposes to do about any of these remains to be seen. In terms of immediate competitive posture, the British economy has been called sharply to attention; whether and when the order "Forward march" will be given is another matter.

IMPROVING BRITAIN'S ROAD SYSTEM

One of the pre-stressed concrete bridges on the new Doncaster By-pass. The new route was opened at the end of July

Taken from the Don River, the picture shows dual carriageways carried by separate structures of the 760-ft.-long Don bridge

Improvements to the Great North Road—scaffolding 100 ft. high covers construction work on the pre-stressed concrete bridge over the Went Valley in the West Riding of Yorkshire

Building the northern section of the Birmingham-Bristol Motorway between Lydiate Ash and Strensham. From the roundabout, at Warndon, the Worcester Link will start

The Doncaster By-pass curves round the western side of the city. Centre right is the junction at Warmsworth, with the Motorway passing underneath a roundabout

The new 15-mile-long Doncaster By-pass, built at a cost of £6,000,000, was opened last Monday in time for the August Bank Holiday traffic. Designed ultimately to connect with the London-Yorkshire Motorway (the M1), the by-pass completes a 27-mile diversion of the Great North Road from Markham Moor, south of Retford, to Redhouse, north of Doncaster. This new route incorporates dual-carriageway improvements of existing roads and a number of subsidiary by-passes. Traversing part of Nottinghamshire and South Yorkshire, almost completely undermined by coal workings, the motorway has been built in face of great engineering difficulties. It is expected that the whole of the area may subside to depths up to 14 ft. in the next twenty years. To counteract this, both the road and its bridges have been made flexible—the latter being provided with readily accessible jacking points. The contract for the northern 12½ miles was carried out by Cubitts-Fitzpatrick-Shand and that for the southern 2½ miles by Sir Robert McAlpine Limited.

A number of other improvements are being made on the Great North Road. By the end of July more than 120 miles of the route had become dual-carriageway. Extensive bridgeworks have been needed to bring the route up to modern standards. Elsewhere in Britain, work is progressing on the Preston-Birmingham Motorway. Next summer, traffic between the Midlands-South Wales will be able to travel the 50 miles from Birmingham to Ross-on-Wye on the Motorway. The 27½-mile northern section of the Birmingham-Bristol Motorway (M5) has been under construction for just over a year. Main contractors are A. Monk & Co. Ltd.

Testing leather samples in the laboratory. Much research work is carried out to improve the quality of the leather

Another view of sample testing

After having been subjected to washing to remove all traces of lime, the split hides are suspended in pits of tanning

LEATHER FOR CARS

In these days of mass production, leather upholstery stands out as an example of how, even where the high-speed manufacture of cars is concerned, traditional British craftsmanship gets full play. As these special *Sphere* pictures show, leather used for car seats passes through many processes, involving painstaking human skill in its transition from raw cow-hide to the beautifully-finished, delicately-coloured and finely-grained seat coverings which add distinction to many of Britain's famous cars.

It is good to hear, in this age of synthetic materials, that leather is holding its own in the motor industry. That is the proud boast of the Leather Institute, which backs the claim with the information that some twenty British makes use leather upholstery as a standard feature. The number of different models concerned totals nearly forty. Among them are such famous names as Rolls-Royce, Bentley, Rover, Jaguar, Aston Martin and M.G. Add to the list nearly a dozen models which offer leather seats as an optional extra at a cost ranging from £10 in the case of the Ford Anglia to some £15 for the bigger cars.

The number of hides used in the upholstery of a single car varies from one small one in the case of the least expensive models (in which real leather is used only for the wearing surfaces), to as many as seven for Rolls-Royce and Bentley models, for which they have to be carefully matched both as to colour and texture. Two British curriers are mainly responsible for the supply of car upholstery hides to the motor industry: Connolly Bros. (Curriers) Ltd., of London; and the Bridge of Weir Leather Co. Ltd., through whose establishment, near Glasgow, the famous River Weir flows.

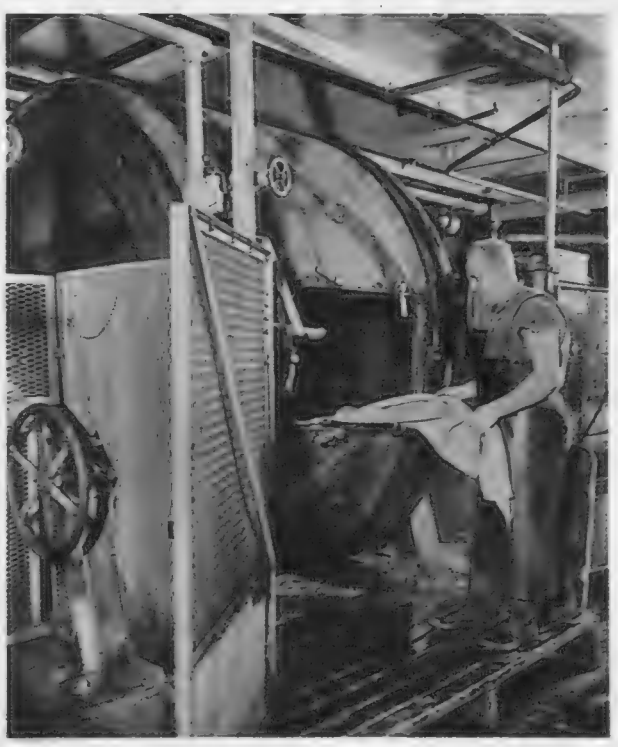
The curriers are fed with rough-tanned, split cow hides by between fifteen and twenty tanneries specialising in this kind of leather as well as in the hides best suited to footwear. These tanneries are situated in many different

(*Continued on page 219*)

Rounding the hide—another stage in tanning

liquor for several weeks

When hair has been removed from the hide by machine, craftsmen use two-handled, blunt-edged knives to scrape off any remaining hair



The hides are tanned again in revolving drums. **Left:** Having been through the liming pits and cleaned, the hides are split into three layers. Only the top layer is used for car upholstery

COMPANY MEETING REPORT

SMITH'S POTATO CRISPS

SECOND BEST RESULT IN COMPANY'S HISTORY

The thirty-second Ordinary General Meeting of Smith's Potato Crisps Limited was held on July 25 in London, Mr. F. Le Neve-Foster, chairman of the company, presiding.

The chairman, in the course of his speech, said: The Net Profit of the Group for the year, before taxation, amounted to £1,625,500, compared with £2,059,546 for the previous year.

After taxation and minority interests the Net Group Profit for the year is £876,158 compared with £1,010,831.

In considering this shortfall, I must remind you of the exceptionally favourable conditions under which the Parent Company operated in the previous high record year which I stressed at last year's meeting. In spite of the excellent start we made in the first three months, circumstances have not been nearly so good in the latter part of the year under review and we have had difficulties with which to contend. Nevertheless, the results achieved for the year are the second best, by a large margin, in the history of the Company, and I believe that shareholders will consider them to be satisfactory and perhaps better than expected.

The Board recommends a final dividend of 30 per cent., plus a cash bonus of 10 per cent. which makes, with the Interim Dividend of 15 per cent., a total distribution for the year, subject to deduction of Income Tax, of 55 per cent. on the one class of issued share capital of the Company as enlarged by the one for five free scrip issue made last year. The distribution for the year, therefore, represents an effective increase of an additional 9·94 per cent. in the dividend when compared with the distribution of 55 per cent. made the previous year on the smaller capital.

The Group Balance Sheet shows a very strong position with the total of Share Capital and Reserves, representing proprietors' interests, standing at a total of £3,448,008 (as against £2,866,501 at the end of the previous year) which includes £70,429 of Capital Reserves and £2,126,117 of Revenue Reserves and undistributed profits.

Production

The last eight months of the year were an exceptionally difficult period for Production owing to the very poor quality of Potatoes which were available from the 1960 crop. From July onwards for the rest of 1960 continual wet weather was experienced which seriously affected what originally looked to be a promising crop and the conditions under which it was lifted. As a result, although prices per ton looked cheap, the potatoes came to us full of excessive water and in bad condition, which not only led to high processing costs but gave a low yield per ton of the quality of crisps we look to produce. It must be obvious what an important bearing our basic raw material and its price, quality and crisp yield per ton may have on our profits. Higher consumption and an appreciable increase in the price of the high grade of vegetable oil—our next largest element in prime costs—which we insist on using, also adversely affected profit margins to a substantial degree. These factors are outside our control.

We believe that with the increased productive capacity now available from the extensions made during the year we are now in a position to supply all requirements of the trade.

With the rise in general costs in wages and all other expenses, it is a matter of considerable concern to maintain the small profit margins of our fixed price product. We have, therefore, been giving urgent attention to the possibility of reducing costs through improved means of mechanisation for handling and processing our products and in packaging and, as I have stated before, a considerable sum has been spent on new plant for this purpose.

For the past few years our engineers have been continuously and energetically engaged in designing and experimenting with various plant for these purposes. Some useful success has been achieved.

Sales

Up to the end of June in last year the Parent Company's sales showed a nice increase on the figures for the similar period of the previous year. The prolonged spell of bad weather which followed and continued through most of the holiday period, however, seriously affected demand in our peak period of sales. Nevertheless, over the whole year and exclusive of sales of Tudor Crisps we exceeded the sales for the previous year by a small margin.

Looking into the future, we are sure that the demand for our product will continue to grow.

Quality the Keynote

Quality is the keynote of our policy and we pay the greatest attention to all matters which are necessary to maintain it, using the finest ingredients available and methods of processing to impart just that difference in flavour and keeping qualities for which Smith's are famous. Unfortunately, our raw material comes in as Nature grows it and that sometimes creates problems in production.

I make no apologies for repeating our Slogan " There are no Crisps to equal Smith's." To the Public, Crisps still mean Smith's Crisps.

Overseas Subsidiaries

The Chairman referred to the developments overseas. The Australian Company has opened another factory at Newcastle, New South Wales, and production and sales continue to advance. Our Dutch subsidiary Company has made a small but welcome profit and the initial productive capacity has been more than doubled. Trade has been extended to the German and Belgian Markets with a view to developments there. In the Republic of Ireland, Smith's Potato Crisps (Ireland) Ltd. has been formed in association with interests there. A small but efficient factory has been set up in Dublin and it is already in production.

Outlook

Turning to prospects for the current year, the most encouraging news which I can give you is that, for the first three months of the current year, sales of the Parent Company show an appreciable improvement on last year's figures. On the other hand, during the same period, our profit margins have continued to be seriously affected by the poor quality of potatoes from the last part of the 1960 crop and high prices for suitable new Potatoes.

Taking a longer view of prospects, we have good reason for confidence that, with the dominating position we have established in the Crisp trade and our experience and widespread interests in it and under the progressive policy of your Board, your Company will continue to give a good account of itself and add to the fame of our product, Smith's Potato Crisps, with satisfaction to our customers and shareholders alike.

The report and accounts were adopted.

INDUSTRY AND THE STOCK MARKET

TUFTED CARPETS

By "THE SPHERE" CITY CORRESPONDENT

Over the last ten years, production of tufted carpets in the United States has grown sixteen times, so that tufted carpets represent nearly two-thirds of American carpet production. Reviewing this progress, a firm of City stockbrokers has recently gone on record with the view that " British conditions do not differ so materially from those in the U.S. that a similar experience cannot be confidently expected here." Tufted carpets are made by thrusting loops of fibre through a hessian backing to leave a loop, which forms the pile. Later the hessian is backed with a latex film. For producers, tufted carpets offer the advantage that they can be speedily made. To the consumer, the important attraction of tufted carpets is their low price.

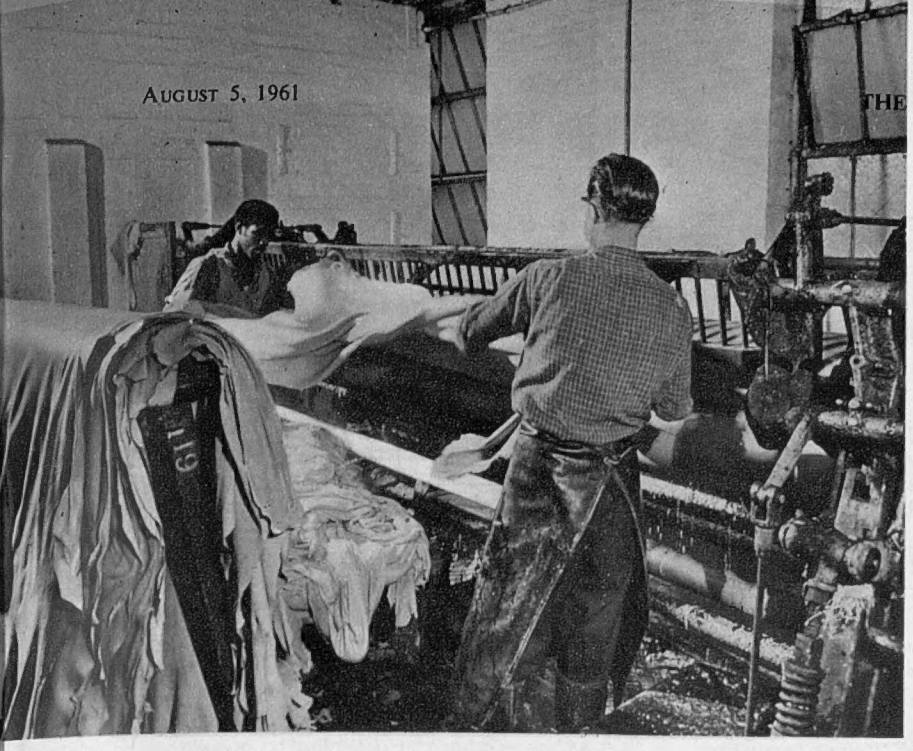
Matching American experience, Great Britain's production of these carpets has grown rapidly in recent years. Between 1957 and 1960, for example, output of tufted carpets in this country rose from 3,000,000 to 11,000,000 square yards, when production of woven carpets expanded from 44,000,000 to 46,000,000 square yards. Some of the early tufted carpets were not entirely satisfactory, but quality has steadily improved. Apart from their attractions in price, one of the appeals of tufted carpets is that they use man-made fibres, in mixtures or with wool. This enables the makers to avoid the sharp profit fluctuations which have affected many carpet manufacturers as a result of changing wool prices. Though output of tufted carpets has grown steadily since 1957, when they were first made in Britain—production started in the U.S. in 1951—profit growth has not been quite as impressive. For one thing, carpet sales suffer from credit restrictions which have been a feature of Britain's economy since the war. In addition, uncertainty followed the ending of the industry's price agreement, by the Restrictive Practices Court, which took place two years ago. Lastly, no single group specialises in tufted carpets.

In the early days of tufted carpets, a group of leading carpet firms joined together to form Tufted Carpets Ltd., which make Kosset carpets. There is no stock market quotation for Tufted Carpets' shares, but three of the five sponsors are publicly quoted companies. These are John Crossley Carpet Trades, Carpet Manufacturing Co., and James Templeton. Each of these companies owns 22½ per cent. of the share capital of Tufted Carpets, which has shown sizable profits since the losses reported in 1956 and 1957, its first two years of operation. Tufted Carpets paid their first dividend last year, at a rate of 10 per cent. John Crossley is the largest of the three quoted sponsors of Tufted Carpets—the two whose shares are not quoted are Brintons and Thomas Bond Worth—but this is its only stake in the tufted carpet business. John Crossley rank as one of Britain's largest producers of woven carpets with profits running close to £1,000,000 gross in 1959 and 1960. Sales extend to Western Europe and the Commonwealth, though earnings have recently been suffering from narrower margins and rising costs. Carpet Manufacturing and James Templeton, the other two backers of Tufted Carpets, also have no other stake in tufted carpet production. Carpet Manufacturing has shown a rather steadier profit growth than many companies in the industry, partly because of its associates in Australia, New Zealand and South Africa. James Templeton, which has also shown steady profit expansion in recent years, is a Scottish-based group. Templeton has also suffered from rising production costs and is concentrating production at Glasgow.

Outside the Tufted Carpets trio of associated firms, one of the largest companies in the industry is Homfray and Co., whose ordinary shares have only recently become available on the London Stock Exchange. Homfray are a Yorkshire group, whose tufted carpet interests are channelled through Birstall Carpets. Profits have been running around an annual £750,000 over the past year or so, and it is estimated that nearly one-third of this total came from the tufted carpet side. Main feature of the group at present is its heavy capital programme, costing well over £1,000,000, which the directors aim to finance out of ploughed-back profits and the sale of investments.

Investors who wish to take an interest in the tufted carpet industry can also choose from a large number of smaller companies. Among medium-sized units in the industry, two that investors could consider are A. F. Stoddard and Blackwood, Morton, both Scottish groups. Stoddard make both tufted and traditional carpets and are committed to spending over £260,000, mainly on a new tufting mill. Earnings improved sharply in 1958-59, though the group is now faced by a sizable financing problem with a bank overdraft of over £100,000. But the directors have stated their policy of financing expansion out of retained profits will be continued. Blackwood, Morton, whose trade name is BMK, is something of a " special situation," following the sharp setback in profits reported last year. BMK are installing their first tufting mill.

Homfray must rank high among any list of carpet shares, through its size and spread of interests. Its 5s. shares, which suffered in the general stock market setback in the early summer of this year, can be bought at around 11s. to yield over 8 per cent. Crossley offer a similar return, which is clearly attractive by current standards.



Setting out the hides before drying and stretching. In this process wrinkles are removed

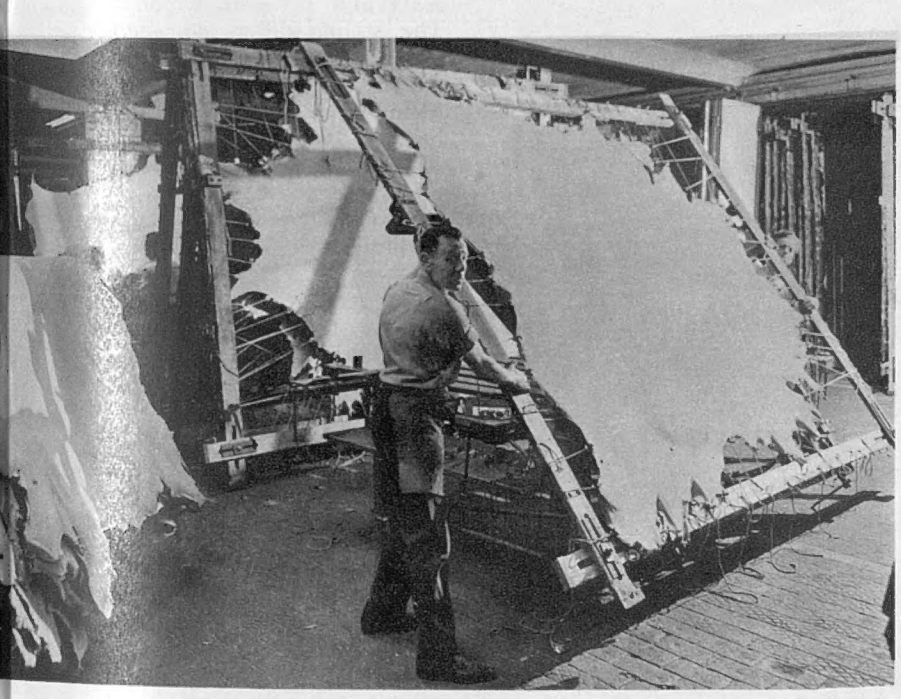
LEATHER FOR CARS

(*Continued from page 216*)

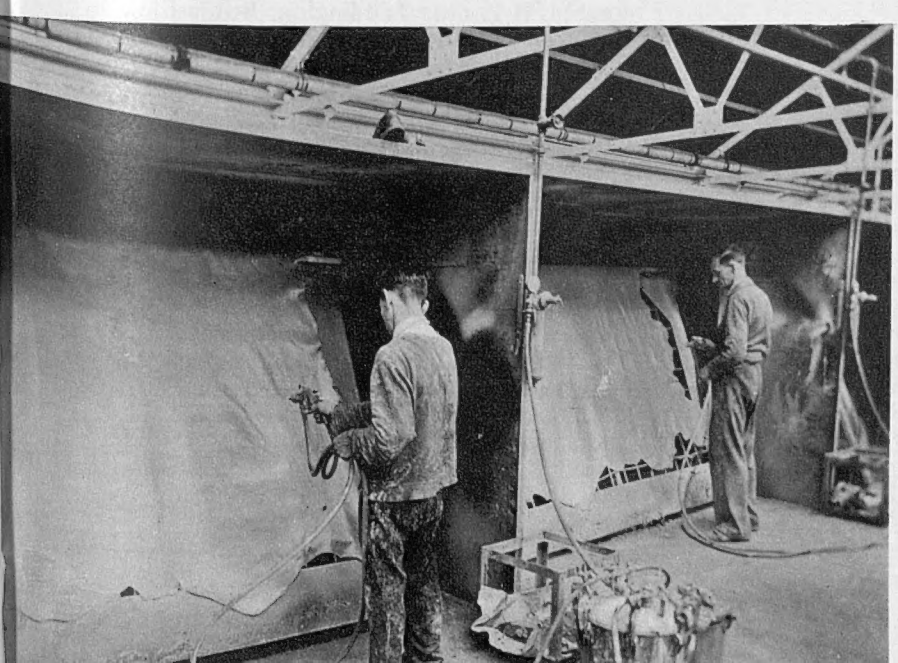
parts of the country, mainly in areas with adequate supplies of both water and hides. Two-thirds of all the hides used by the British motor industry come from England and Scotland. The remainder are imported, mainly from Switzerland, the Argentine and Denmark.

The chief advantages of leather upholstery in cars are its comfort (which in motoring is synonymous with safety); its cleanliness and the ease with which it can be cleaned (with soap and water); its long life and immunity from damage and its character (it looks and feels good). With leather there is no need to use loose covers. It helps to boost used-car prices without their aid and is more hygienic by reason of the fact that it " breathes," thanks to its unique fibrous structure.

Courtenay Edwards



Hides are dried and stretched on a frame. **Below:** In the final process, the chosen colour is sprayed on. There is a choice of more than 200 different shades



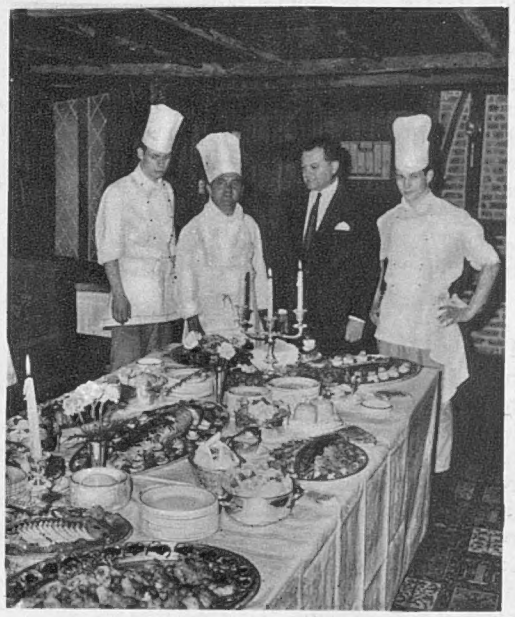
GOOD LIVING

By Ganymede

Congratulations for Geoffrey Nobes, managing director of Smith and Hoey Limited, on being made a Doctor of Bordeaux Wines by the Académie du Vin de Bordeaux. This august body is run on similar lines to the Académie Française. The number of Academicians is limited to forty at any one time, including the foremost experts of the world. André Simon, president of the Wine and Food Society, is the only Academician in this country. Even the title Docteur is a rare distinction. Geoffrey Nobes is the fifty-seventh to be appointed, and the only other Englishman is Guy Prince, chairman of J. L. P. Lebègue and Co., who received a similar award about five years ago. Geoffrey Nobes's title was conferred on him at a lunch at the Maison du Vin de Bordeaux, and I was interested to hear of the wines offered on this occasion. Domaine du Chevalier Blanc 1956 was served with the salmon, Château Pichon Longueville Baron 1949 with the beef, followed by a St. Emilion, Château Cheval Blanc 1947 (with the cheese), and Château Yquem 1956 with the dessert.

During his visit to the region the new Docteur had occasion to tour the vineyards of the whole Bordelais, and his views on the prospects of the vintage are not very optimistic. All the vineyards have been afflicted by the so-called " coulure," which is caused entirely by inclement weather during the flowering season of the vines. Cold or too damp conditions can result in the wholesale dropping off of the flower before it has time to set. It is estimated that the average loss caused by this misfortune in the various vineyards is between 50 and 60 per cent. over the whole region.

It is obvious, therefore, that, while there is still a chance of a vintage of good quality, depending on the weather, the quantity is certain to be small. This is almost a tragedy, for everyone was hoping for another one or two good years after the excellent 1960 vintage, to restore the balance between the ever-increasing world demand for clarets and other Bordeaux wines and the available supply. Prices are bound to rise, putting the classified growths out of reach for many people. But this will have the compensating effect of creating a greater interest in the good-quality *bourgeois* wines.



Part of the cold buffet on view at the opening of Sir Harry's Bar in the heart of Mayfair, London. Centre are the chef, Tony Sir, and the owner, Mr. J. Vydra

The weather has not been altogether very favourable to wine growers anywhere in Western Europe. The bulletin issued by Percy Fox Limited reports that conditions on the Rhine and Moselle are only fair, and there also are cases of " durchrieseln " (German for dropping of the flower, same as " coulure " in French) in a few places. At best, the prospects are for an average crop, provided that pests, diseases or hail do not intervene. In Burgundy the situation is better. The vines are in perfect condition, although there was a small amount of coulure. On the Rhone, coulure has been widespread, especially at Chateauneuf-du-Pape, where some growers assess their loss at 40 per cent. Apart from localised frost damage, the situation in the Cognac region is satisfactory.

The newly-opened Sir Harry's Bar promises to become a useful addition to London's list of intimate eating and drinking places, especially at night, for it is to stay open until 2.30 a.m. I am told that the " knighthood " of Harry has been bestowed partly to distinguish it from other establishments on the Continent with which this one has no connection, and partly " because it will go down well with Americans." So will the décor, I am certain. The owner has collected some sixteenth- and seventeenth-century beams and woodwork, including some linenfold panelling, and the furnishings are designed in harmony with this background. The atmosphere thus created is augmented by the costumes of the " butlers " and " parlour maids " who will serve you. There was an excellent cold buffet on the occasion of the opening, and the menus I have been shown promise a simple, but well-selected choice, with roasts carved at the table and even soufflés included in the *table d'hôte*. (Lunch 25s., dinner 35s. with a glass of sherry on the house.)

MOTORING

LONGER METER-PARKING

A fresh look at British motoring

By **COURTENAY EDWARDS**

A parking-meter experiment now being carried out in the Borough of Shoreditch may set a pattern for many other local authorities in London and the provinces. Of the 390 meters which came into use in the southern part of Shoreditch on July 24, 100 allow parking for five hours, for which a half-crown coin has to be inserted, instead of the usual two. These five-hour meters are spread over five different thoroughfares, including Finsbury and Hoxton Markets. They are the first long-term meters installed anywhere in Britain, though a number of other London boroughs and provincial centres have had them in mind, including Brighton. The resort is planning to provide a large number of sea-front meters at which motorists can park for four hours for 2s. and eight hours for 4s.

Simultaneously with the start of meter parking in Shoreditch, 505 of these municipal money-spinners came into operation in the City of London in an area bounded by Aldersgate Street, Cheapside, Threadneedle Street, Liverpool Street and the City boundary. Later this month, if all goes according to plan, long-term parkers driven off the streets in this corner of the City by the meters and their attendant wardens will be able to use a new open-sided, and ramped multi-storey garage, with room for between 600 and 700 cars, which is nearing completion in Aldersgate Street.

A *Sphere* reader—Mrs. J. C. Hodges, of Ash, Martock, in Somerset—who has just returned to England after living abroad for some time, has sent me some penetrating comments on the British motoring scene, to which she comes back with a fresh, critical outlook. She finds our roads very twisty and narrow and deplores the considerable amount of indiscriminate roadside parking which goes on. After saying that English motorists drive far too slowly, Mrs. Hodges declares: "The English motorist is probably one of the most dangerous. I am not referring to the "young bloods" but to those smug, self-satisfied 35-m.p.h. middle-of-the-roaders who seem to think that anyone driving faster than they is a criminal."

While I agree that we have far too many drivers of this type in Britain and that they *are* dangerous, I do not think British drivers as a whole deserve such a sweeping condemnation. By and large British drivers compare favourably with motorists in any of the many countries in which I have had the opportunity to make comparisons. If I were asked to name the country in which the standard of driving is the lowest I have encountered, I should say, without hesitation, that it is Belgium, with Switzerland not far behind.

Our reader's letter is not all destructive criticism. She has special praise for lorry drivers and makes a number of suggestions which, while not original, are on the right lines. Mrs. Hodges wants more cycle tracks for compulsory use, clearly-defined priorities at roundabouts, greater use of yellow headlights and a standardisation of traffic signs on a national basis. (Why not an international basis?)

My correspondent thinks filtering should be extended, that more motorists should give a gentle toot on the horn when overtaking, that motorists should not be so timid in making use of the full width of one-way streets and that parking lights should be abolished.

I see from *Shell Magazine*, an attractive monthly published for group employees, that Shell International asked Sir Hugh Casson, one of Britain's leading architects, to give them his ideas on filling and service stations. The designs he produced have as their basic principle the idea that a service station should be considered as a piece of "road furniture" rather than as part of the town or landscape in which it stands. He has kept the buildings as low as possible and lets only the Shell sign break the "horizontal feel" of road-and-station.

The roof is an independent structure, supported on columns. This, says Sir Hugh, allows flexibility in the arrangement of facilities underneath and in the choice of construction materials. He favours prefabrication and believes that site assembly of factory-made units will be used increasingly. He admits, though, that "prefab" filling stations have yet to prove their economy. Sir Hugh is a little worried about what he calls the "dithering period" when a motorist entering a filling station cannot clearly see on which side of the pump island he must pass. The architect thinks that the approaches should be clearly marked and that a simple layout should be adopted for the forecourt.

The beach car version of the B.M.C. Mini-Minor evolved by Alec Issigonis

I have just been learning something of the work humanely and unostentatiously carried out by the British School of Motoring on behalf of disabled drivers. They have been doing this now for about fifteen years and have put on the road nearly 1,000 drivers who, without the School's patient help, would have remained relatively immobile. Hand controls for drivers who have lost their legs—or the use of them—present little difficulty nowadays and can be fitted for £35 upwards. Men and women who have lost the use of hands and arms or who cannot move easily in the car seat are more of a problem. In their case the cost of converting a car to their special needs might be as much as £100.

Mr. John Griffiths, B.S.M.'s chief engineer, who, under Miss Denise McCann (principal of the School), is largely responsible for its work for the disabled, tells me the School works closely in this matter with the Disabled Drivers' Club and the Infantile Paralysis Fellowship. He gets excellent co-operation from the Ministry of Transport's driving examiners and says he cannot remember a single case of a B.S.M.-sponsored disabled driver failing his test. "They are usually very careful drivers," said Mr. Griffiths, "and the insurance companies regard them as a good risk." Among the devices developed by the B.S.M. to enable the disabled to control a car safely are special steering wheels, cradles to keep the foot steadily in position over the brake pedal, steering balls on the wheel for use in conjunction with sockets screwed into the palms of artificial hands, rings on the top of brake and gear levers and stomach pads to steady the wheel when changing gear.

One of the most tantalisingly unobtainable cars I have seen for some time is a little beach car variant of the B.M.C. "Minnies" evolved by Mr. Alec Issigonis as a design study. The car may never go into serious production, though a few may be built for sale in sunny areas of the U.S. where they would make an ideal hotel runabout.

It has open sides, wicker seats and no rear window. The styling differs considerably from that of the standard Austin Seven and Morris Mini-Minor, a notable feature being a much bigger boot which (it has been suggested) might later on be incorporated in the design of the saloon "Minnies." I prefer to think that B.M.C. will have the good sense to stick to the present body shape for a long, long time. If motorists know that there will be no change, the second-hand value of these remarkable little front-wheel-drive cars will remain buoyant, as in the case of the Volkswagen.

Briefly. . . . In September a new Ford estate car, based on the Anglia and with an entirely new body design, will be on sale in Britain. . . . Iliffe Books Ltd. announce a new, enlarged edition of the Autocar's popular *Know Your Car* (3s. 6d.), which explains in simple terms, with good illustrations, how a car works. . . . There is to be a new service area on M 1: near Toddington, Bedfordshire, about 20 miles from the southern end of the motorway. . . . The 100th R.A.C.-A.C.U. training school for motor-cyclists and scooterists was opened at Wandsworth, London, by Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport. . . .

The Grand Prix Year, by Louis Stanley (Max Parrish. 45s.), is a fascinating review, illustrated by a wealth of off-beat pictures, of the *grandes épreuves* of 1960, the year in which Cooper won the constructors' championship for the second year running and in which Jack Brabham retained his title. . . . Total, the French petrol company, offers free road maps of France, based on those by Michelin . . . The new purchase tax rate means that the Singer Vogue will cost £956 9s. instead of £929 as announced in the issue of July 29. The Singer Gazelle now costs £839 15s.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House,* 13-15, *John Adam Street, London, W.C.2.*

TRADITIONALLY THE FAMILY HOLIDAY MONTH, beaches and countryside are busy with parents and children enjoying their annual break from routine.

Around the coastline there are a number of hotels that are always popular at this time of year and, although you are unlikely to be able to get a room now, they are worth bearing in mind for the late summer and autumn, when both the hotels and their surroundings are likely to be less busy.

Take, for instance, the *Imperial Hotel* at HYTHE, in Kent. Within, everything seems to have been provided for. A handsome cocktail lounge, a sun-lounge surrounding a ballroom, a causerie for private functions and a most attractive and well-lit restaurant. Here, thanks to a modern and model kitchen installation, plus interested teamwork, high standards in catering and service are maintained, while the installation of an additional lift will doubtlessly accelerate floor service.

The outdoor amenities include a golf course (with resident professional), hard and grass tennis courts, croquet and putting lawns and children's model-boat stream and sandpit.

Then, at ST. MARGARET'S BAY, there is the *Granville Hotel.* We frankly do not know of any finer view on the South Coast. The panorama of seascape is picturesquely broken by a majestic outpost of the " white cliffs of Dover " falling sheer to the water edge. To port and starboard, one views by day and night a constant kaleidoscope of shipping.

Though one's first reaction on settling down in the *Granville* may be to eat, sleep and sit fascinated by passing shipping, those brimful of energy will not find St. Margaret's Bay a base lacking in possibilities. Bathing, boating, sea fishing, riding and cliff walks are some of the items on the daily bill of fare, while golfers are able to choose from Kingsdown, Sandwich, Royal St. George's and Princes, and the Royal Cinque Ports course at Deal.

At DEAL'S *Royal Hotel* one is even closer to the sea, for from the charming dining-room one can step right off the balcony on to the beach. This room, like the rest of the hotel, has been entirely refurnished and redecorated in the last year or so and, as a consequence, the *Royal* has stepped right into the picture for all who enjoy the right food and wine, sea air and golf.

Of eighteenth-century foundation and patronised in its day by Nelson, the younger Pitt and later Princess Adelaide, the whole hotel breathes an air of restfulness. Upstairs, treading thick pile carpet in corridors, are thirty-eight bedrooms. Perhaps your fancy is a balcony room looking over to the South Goodwins, each named after famous personages and all but one with private bathroom or perhaps you would be well content in a more modest apartment attractively decorated and furnished in a quiet contemporary style.

It may be that you prefer a country hotel which is only a few miles from the beach. In this way, good weather does not play quite such an important part in the holiday, for there are dual attractions. *Passford House Hotel,* near LYMINGTON, is a good example of this country-by-sea type of hotel. Standing in five acres of well-cared-for gardens with the natural glades of the New Forest adding a sense of countrified freedom to one's comings and goings, *Passford House* combines the feeling of a country house home with a well-conducted hotel. The sea is easily reached by car, three lounges are a service-able arrangement for wet days and the food is largely home-made and always freshly cooked.

Another country house—this time only about a mile from the sea—is *Tapeley Park* at INSTOW, in North Devon. Originally the home of the Christies of Glyndebourne fame, much of the furniture remains as when the family lived there. Yet the priceless antiques and pictures have been blended into the hotel well and we found the best of both worlds. Each bedroom has its own telephone, superbly comfortable beds and views over the 300 acres of parkland surrounding the house. From some you can see the Torridge Estuary a mile or so to the north of the hotel, and Westward Ho ! to the west.

What will appeal to many is the utter seclusion. A half-mile drive opens on to the main Bideford-Barnstaple road—so free from all traffic noise—and one can wander around the lawns and well-kept flower gardens.

On a recent tour we visited an hotel that is a long way from a beach and that is always busy with visitors seeking a quiet country break. It 's secret ? Really good food and wines, most attentive service, comfortable bedrooms and a variety of interesting excursions and sports nearby. The hotel in question is the *Hare and Hounds* at WESTONBIRT, near Tetbury, in Gloucestershire. Adjoining are the grounds of the famous Westonbirt Girls' School and the lovely arboretum, Peter Scott's Wildfowl Trust (a favourite trip for many guests) is only fifteen miles away, while the tennis court in the grounds and the golf course next door provide the exercise.

CHELTENHAM is a good place for a night or two. The gardens are delightful and the shops good, so I suggest you stay at either the *Savoy* or *Ellenborough* hotels.

The former, in Bayshill Road, has a good business connection as well as being a good hotel for those who wish to stay longer. The restaurant, with its banquette seating and modern lighting, is appreciated by residents and transient visitors alike. In the adjoining Savoy Bar and Grill Room local residents, college and school parents, racegoers and motorists can, up to eleven o'clock on weekdays—and ten o'clock Sundays—enjoy refreshment in congenial contemporary surroundings and choose from a comprehensive but not over-elaborated *à la carte* menu.

The Ellenborough Hotel is our choice of a semi-residential, central hotel in this Cotswold Spa. Being close to the Town Hall, the Promenade and shops, *The Ellenborough* has become an unofficial headquarters for lovers of the arts in Festival times. The public rooms are comfortable and spacious, the bedrooms well furnished and equipped for long or short stays, while several in the annexe, which is only divided from the hotel by the garage courtyard, have private bathrooms. By no means least of the attractions are the hotel gardens, which are unusually large for a house so near the centre of the town.

BANTRY BAY, Co. Cork. BALLYLICKEY HOUSE
Luxury country hotel in parkland and ornamental gardens facing the sea. Own sea-trout fishing. Sailing. Private bathrooms. French chef. Write G. Graves.

BATH, Somerset. LANSDOWN GROVE HOTEL
standing in own beautiful grounds, distinctly individual, with an appeal to all irrespective of age. Every comfort and excellent cuisine. Delightful cocktail bar and grill room. Week-end dancing. Garage. Tel.: 5891/2/3.

BOURNEMOUTH WEST. BOURNE HALL HOTEL
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Nr. EDINBURGH, Gullane. GREYWALLS
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KESWICK, Lake District. KESWICK HOTEL
All lakes and mountains easily accessible by car or coach. Swiss cuisine and service. A.A. Four-star and internationally famous. Tel.: 20.

LONDON, N.W.4. HENDON HALL
First class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Putting. Swimming-pool. Adjoins Golf Club. Sunnyhill 3341.

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An hotel in the luxury class with private bathrooms, Grill Room, Cocktail Bar, excellent cuisine and service. Sea-front position. Express train service. First-class golf. Tel.: 6245.

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Every Friday: Gala-dinner ★
The best orchestras and the greatest stars.
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Luxury cabins. Solariums. Luncheons on the shady terrace. Dinner-dances.

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SQUASH-RACKETS ★ VOLLEY-BALL ★ BASKET-BALL ★ BADMINTON ★
At the Monte-Carlo Country Club (Club-House, restaurant, bar)

GOLF: 18 holes at the Monte-Carlo Golf Club ★ Club House.

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Motor-yachting, sailing, water-skiing, undersea exploration, etc. . . . YACHT-CLUB DE MONACO.

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Running, filtered sea-water at constant temperature.

HOTEL DE PARIS ★ HOTEL HERMITAGE ★ OLD BEACH HOTEL ★ NEW BEACH HOTEL

PUB. YVES KERAMBRUN

FOR INFORMATION: SOCIETE DES BAINS DE MER-MONTE-CARLO or NIGEL NEILSON, 31-33 Grosvenor Hill, LONDON, W.1. MAYfair 6516.